

# latitude **38**

THE NORTHERN CALIFORNIA SAILING SHEET  
VOL. 24 MAY

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# TARTAN TEN . . .

## A Grand ONE Design!



### News Flash!!!

TARTAN TEN

*First Mono hull to finish: Singlehanded Farallones Race!*

*1st boat overall out of 57 starters to the Farallon Islands!  
2nd corrected time.*

*Congratulations Mark Rudiger!*



San Francisco One-Design Racing

LOA      33'1 $\frac{1}{4}$ "  
LWL      27'  
BEAM      9'3"  
DISPL.      6700 lbs.  
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Tartan Ten at Speed!

*See us at the S.F. Bay In-The-Water Show May 4-13*



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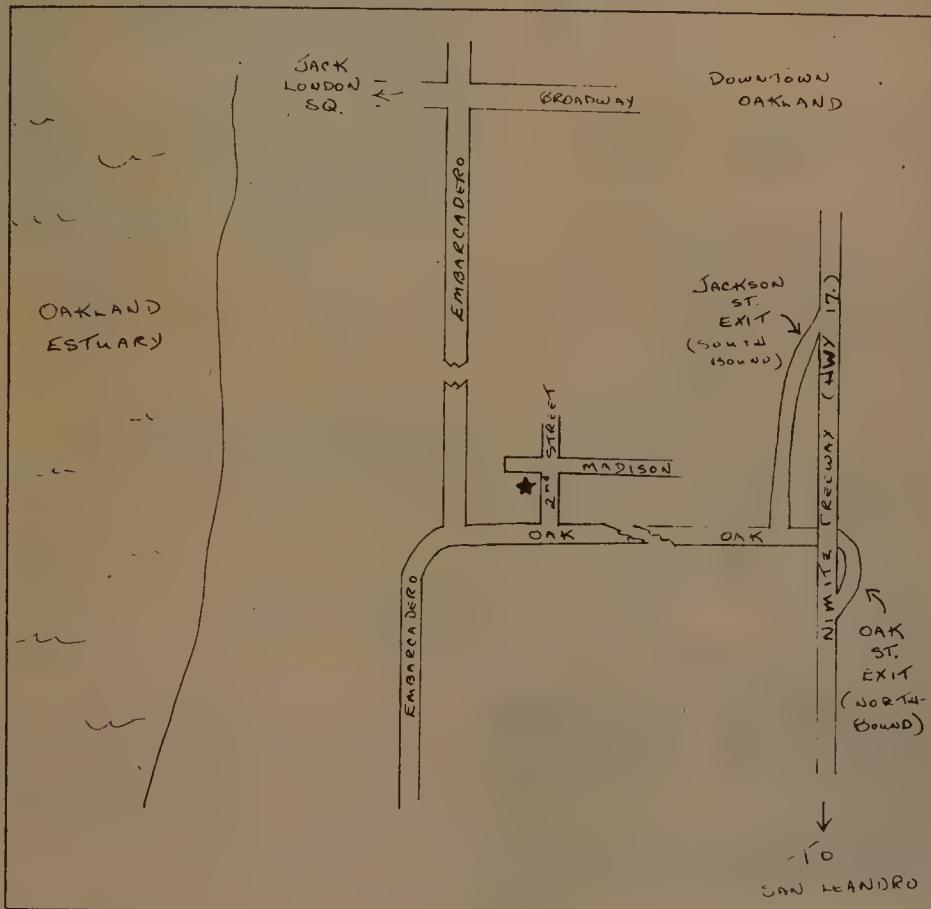
# Pineapples on the move

That's right: we're moving! It's absolutely true. We're moving on May first (approximately, that is).

During the past six years things have changed quite a bit. The two things which haven't changed, however, are our commitment to build the finest custom sails available, and our commitment to provide you, our clients, with the very best and most personal service possible.

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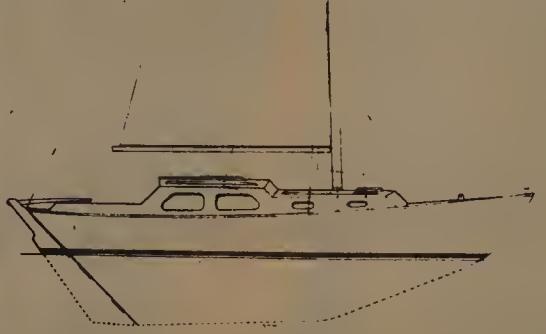
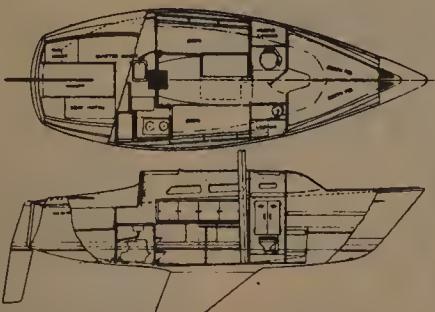


# KERMIT PARKER YACHT BROKERAGE

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See us at the S.F. Bay In-the-Water Boat Show, May 4-13



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## SELECTED BROKERAGE YACHTS



**CHALLENGER 32** — an ideal liveaboard/cruising yacht. Well equipped with diesel, H & C pressure water with separate shower, VHF, fatho, speedo, inflatable with Seagull OB, 12 & 110v refer, 3 burner stove with oven and much more. **ASKING \$42,000**



**COLIN ARCHER 32** — A double ended cruising cutter. Cedar on oak, and she has been well maintained. An ideal boat for the couple looking to go cruising. VHF, fatho, RDF, almost new sails, 115 gal. water, 35 gal. fuel. See to appreciate. **ASKING \$25,000**

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50' GARDEN KETCH	.....	115,000
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45' ROSBOUROUGH KETCH	.....	63,500
42' NEW ZEALAND SLOOP	.....	65,000
41' ISLANDER FREEPORT	.....	105,000
41' GULF STAR	.....	77,000
41' ALDEN CUTTER	.....	68,000
41' CT-41, '76	.....	69,500
41' CROCKER SCHOONER	.....	60,000
40' SEWARD CRUISING Yawl	.....	59,500
40' GARDEN SLOOP	.....	37,000
40' ALDEN KETCH	.....	55,000
37' ROBB Yawl	.....	37,500
36' PETERSON ONE TON	.....	65,000
36' LAPWORTH L-36	.....	28,000
36' CROCKER KETCH	.....	36,500
35' OHLSON Yawl	.....	41,500
34' ISLANDER CUSTOM	.....	32,500
33' TAHITI KETCH	.....	25,000
32' TAHITI KETCH	.....	29,500
32' MARINER	.....	45,700
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32' COLUMBIA SLOOP	.....	36,500
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30' BAY ISLAND	.....	36,500
29' CASCADE	.....	16,500
29' CASCADE	.....	29,500
29' BALTIK CRUISER	.....	17,690
28' HERRESHOFF SLOOP	.....	28,550
28' NEWPORT 28	.....	22,000
28' ISLANDER, '76	.....	33,500
28' DEVRIES SLOOP	.....	7,200
27' TARTAN Yawl	.....	19,750
27' ERICSON 27	.....	21,750
27' BRISTOL	.....	17,000
26' WESTERLY CENTAUR	.....	16,900
24' GLADIATOR	.....	6,900
23' ERICSON	.....	5,500



**FARR 1104 ONE TONNER** — WANT TO GO RACING? A new boat that is looking for its first owner. A super interior in a very competitive yacht. All she needs is you and your choice of electronics. **\$72,500**



**CT - 41**. That is equipped to take you where you want to go in comfort. Diesel, 8 sails, VHF, fatho, speedo, RDF, sailing dink, 8 man Avon, 200 gal. fuel, 200 gal. water, kero stove, roller furling jib, and much, much more. An ANXIOUS OWNER is asking \$69,500

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**The only self-contained  
direct discharge  
marine toilets certified  
by the U.S. Coast Guard  
for pleasure boats and  
inspected vessels.**

## Danforth Automatic Marine Heads



Here's the simple answer to the complex toilet problems now plaguing boatmen everywhere . . . a non-polluting head that brings back the conveniences of the good old days when toilets could be discharged directly overboard . . . Eliminated are the cumbersome odor-causing holding tanks and add-on systems.

The heart of the Danforth single unit system is a patented micropulverizer which liquifies solid waste, including toilet tissue. A bactericide kills the coliform bacteria almost instantly to render the waste biologically clean and odor-free for direct overboard discharge.

Danforth automatic Heads are quality constructed and designed for durability. They're easy-to-install, easy-to-operate and consume very little current. They are the simple answer for new boat installations and for retrofitting existing boats. They are also ideal for boats equipped with holding tanks. Their odor-free liquified effluent makes pump outs easier. The need for pump outs is less frequent because they discharge less than three quarts per flush.

Available in two models: a compact unit with the controls mounted on the toilet and an even smaller configuration with remote controls. Call Johnson & Joseph for further information.

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Oakland: 76 Jack London Square • (415) 452-1100  
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# ANCHORAGE MARINE

## DID YOU EVER WONDER WHAT EQUIPMENT IT TAKES TO RACE TRANSPAC?

### GENERAL EQUIPMENT

- \*8.1 Fire extinguishers, 3 minimum, one in galley area, one in reach of cockpit.
- \*8.21 Bilge pumps — 2 or more manual pumps, 10 gal. per min. capacity, 1 operable with all seats, hatches & companionways closed.
- \*8.31 Anchors, two, with chain & rode, size suitable for yacht in heavy weather (as per Chapman).
- \*8.41 Flashlights, six minimum, 1 suitable for signalling. 12 extra batteries.
- \*8.5 First Aid Kit & Manual adequate for most emergencies.
- \*8.6 Foghorn — manually operated.
- \*8.7 Radar reflector.
- \*8.8 International Code Flags & code book.
- \*8.9 Shut-off valves on all fuel tanks.

### SAFETY EQUIPMENT

- \*11.1 Life jackets with whistle and light.
- \*11.3 Safety belt for each crew member.
- \*11.41 Life raft (s), self-inflating canopy type, on deck, inspected within 12 months of start of race. Equipment as required by USYRA.
- 11.42 Emergency water and rations. Four pint cans of water per man or equivalent, with raft.
- \*11.53 Two horseshoe type life rings with whistle, dye marker, high intensity water light and drogue attached by 25' of floating line to a pole and flag, so ballasted that flag will fly at least 8' off the water. One assembly must be capable of quick release by helmsman without leaving the tiller or wheel.
- \*11.61 Distress signals — Heavy pistol, 25mm or larger with 12 red parachute flares. 4 red hand flares, in waterproof container.
- \*11.7 Heavy line, 50 ft. min., floating type in or accessible from cockpit.

### NAVAGATION EQUIPMENT

- \*9.1 Compass.
- \*9.2 Spare compass.
- \*9.3 Charts, light list & piloting equipment.
- \*9.4 Sextants (2), tables & accurate time piece.
- 9.5 Radio direction finder.
- \*9.6 Lead line or echo sounder.
- 9.7 Speedometer or distance measuring instrument.
- \*9.8 Navigation lights, not masked by sails or heel of yacht.

### EMERGENCY EQUIPMENT

- \*10.1 Spare running lights with power source.
- 10.21 Storm sails or double reefed main and small heavy jib.
- 10.3 Emergency steering equipment.
- \*10.4 Tools & spare parts, including a hacksaw.
- \*10.5 Yacht's name on life jackets & other floatable gear. Portable sail number.
- 10.61 Radio equip. as required by communication bulletins & race brochure.

### SPECIAL TRANSPAC EQUIPMENT

- \*1. Reaching strut.
- \*2. Spinnaker pole fitting, not ring or eye type.
- \*3. Equipment & plan for jury rig for broken masts, booms or lost rudder.
- 4. Stores for 3 weeks.
- 5. Man overboard practice drill.
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- 7. Permanent engine capable of propelling boat at 5 kn. & 50 gal of fuel.
- \*8. Banding Tool.

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latitude  
**38**

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Kathleen McCarthy — Advertising Manager & Co-Publisher

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'the northern California sailing sheet'



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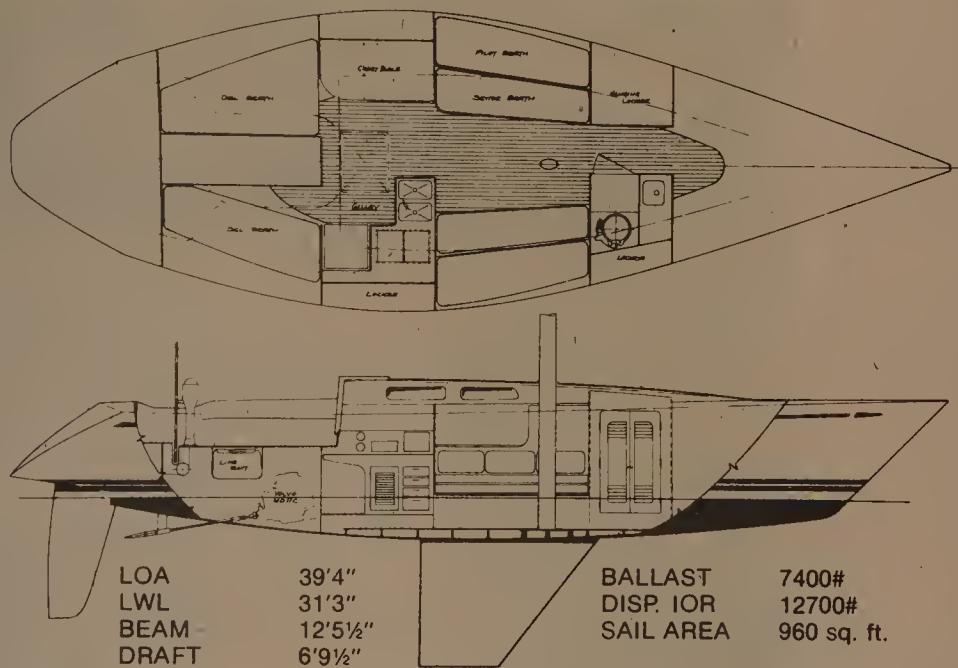
## TIRED OF WONDERING WHO WON?

As any racer knows, most boats are not created equal. And neither are sailors. With a Mercury, it's knowledge & ability that wins the races. And with the number of fleet races in the Bay Area, you'll have plenty of chances to test your skills . . . against other Mercury sailors who constantly perfect their skills. Because, after all . . . in a One-Design class the boats are created equal. Which means SAILORS WIN RACES.



— ASK ART —

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1813 Clement—Alameda CA 94501 — (415)521-1580



### The Choate CF-40

Another excellent example of Scott Kaufman design work, the CF-40 features the finest in construction and aesthetic appeal. The hull is  $\frac{3}{4}$ " Klegecell core fiberglass, giving exceptional insulation and full strength in high panel stiffness. Four fixed, bronze tinted windows beautifully illuminate the main cabin. Teak trim is featured throughout the interior. All joiner work is to the highest standards to produce the lightest, yet stiffest hull possible and still achieve an open, comfortable accommodation plan. For maximum galley convenience, features include a deep, double stainless steel sink with movable fresh water spout and gusher foot pump. Port and starboard sette, pilot and quarter berths provide sleeping for seven. Electrical efficiency is maintained with a Marinetechs "Master Power Control Panel" as standard equipment. These are just a few of the features that make the Choate CF-40 a favorite of the yachtsman who enjoys an exceptional cruising sloop with the potential for active racing.

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# LETTERS

Latitude 38,

I really enjoy your "Yottimag". I thought that you might enjoy the enclosed British critique of "Yottimags", if you haven't already read it.

Sadly, the editors of the various yachting magazines may not all be on speaking terms (in fact they are almost certainly not on speaking terms), but they do all abide by the conventions which are either imposed on them by the libel laws, or from fear of upsetting anyone who may advertise with them, or doing anything else which may spoil their quiet lifestyle. This is a pity as you never get from them the spice of sailing life — who went off with who's wife — how the Minister for Sport bitched up the Open Youth Champisonship — or why Sir Flogger Round-course's new \$100,000 is a slow as an old pig.

What actually happens is that if you look at any of these glossies you will realize they could never print such a limited circulation work for anything like the cover price unless three-quarters of it is advertising. For the advertising department they need the best volume they can get in a specialist market, and with different slants try to offend no-one and be all things to all other men.

The format therefore gives you a glossy front cover, a wad of brokerage and other advertisements, then the main monthly theme whereby the editor expounds on the latest person, or event or trend in the sailing scene which displeases him the most. The text then follows form to cover the big event, 'laying up', 'boat show', and 'fitting out' in the winter and, having survived the laid-up season, something about big regattas and sailing in the summer.

It then goes on with something short to keep the 500 h.p. Mercury and sea sledge brigade happy, a General Interest article about a family/singlehanded/charter trip to the Seychelles/Brittany coast/eastern Turkey or the Grand Union Canal. The text tails off with small print articles about the goings-on of the North Cape Sailing and Sexual Club, and in the same way as the local paper names the whole Committee of Primrose League jumble sale, so do yachting magazines on the proven experience that putting a man's name in print is a great incentive for him, his mum and great aunt to all go out and buy a copy.

The theme then expires in a welter of small print advertisements which vary from 'Recently married owner forced to sell beloved 1901 gaff cutter, full Rentokil survey, must be satisfied that new owner will provide happy home for her' to the unromantic "Yachtsman seeking blonde/brunette for extended cruise'

Of course different magazines have different

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## BROKERAGE LISTINGS

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Cal 20', 1969, O.B. . . . .	4,800
Catalina 22', 1976, O.B. . . . .	6,300
Ranger 23', 1978, O.B. . . . .	15,000
Moore 24', 1977, O.B. . . . .	14,000
Columbia 24' Contender, 1966, O.B. . . . .	6,100
Pacific Seacraft 25', 1976, O.B. . . . .	15,500
Santa Cruz 27', 1975, O.B. . . . .	22,500
Santa Cruz 27', 1974, O.B. . . . .	18,500
Tartan 27', 1969, Atomic 4 . . . . .	19,250
Catalina 27', 1977, Atomic 4 . . . . .	20,000
Bristol 27', 1966, O.B. . . . .	17,000
O'Day 27', 1975, Atomic 4 . . . . .	20,000
Cal 2-27', 1976, Atomic 4 . . . . .	23,500
Cal 27', 1974, O.B. . . . .	14,000
Cal T/2, 1974, Vira 7 hp . . . . .	15,000
Herreshoff 30' Ketch, 1963, Atomic 4 . . . . .	29,500
Islander 30', 1968, Atomic 4 . . . . .	23,000
Cregar 31' Yawl, 1958, Albin Gas. . . . .	12,500
Hanna Tahiti Ketch 30', 1938, Diesel . . . . .	24,000
Rhodes 30' Sloop, 1946, Volva Penta . . . . .	22,000
Columbia Sabre 32', 1966, O.B. . . . .	7,700
Ranger 33', 1976, Atomic 4 . . . . .	39,000
E And C 33', 1975, Atomic 4 . . . . .	49,500
Angleman 34' Ketch, 1967, Diesel . . . . .	45,000
Ericson 35', 1971, Atomic 4 . . . . .	46,200
Chance 37', 1971, Perkins . . . . .	59,000
Alden 38' Ketch, 1938, Diesel . . . . .	37,500
Yankee Clipper 40', 1974, Diesel . . . . .	60,000
Angleman 44', 1935, Diesel . . . . .	60,000
Offshore 47', 1976, Perkins . . . . .	110,000
Lapworth 50', 1962, Perkins . . . . .	75,000

# BROKERAGE.

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30' TARTAN . . . . .	34,000
30' KNARR . . . . .	6,000
32' CHALLENGER, loaded . . . . .	44,000
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33' FJORD . . . . .	59,000
34' HANS CHRISTIAN . . . . .	58,000
34' CT D.E. . . . .	two from 48,000
35' ALBERG . . . . .	37,500
35' ERICSON . . . . .	two from 47,500
36' ANGELMAN KETCH . . . . .	53,500
36' ISLANDER . . . . .	two from 50,000
37' GARDEN KETCH . . . . .	52,500
40' CHEOY LEE OFFSHORE . . . . .	80,000
40' RHODES SLOOP . . . . .	48,500
40' FREEDOM, rare . . . . .	115,000
41' CORONADO . . . . .	Offers
46' CLASSIC KETCH . . . . .	70,000
50' CLASSIC YAWL . . . . .	99,000
56' STEEL KETCH . . . . .	150,000

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# LETTERS

slants: a motorboat yottimag, a sailing yottimag, a cruising yottimag, and a dinghy-mag, and of course the very successful do-it-yourself yottimag. Personally I can never understand the appeal of a series of articles which tell you how to convert your B.M.C. 1100 motorcar into a paddle steamer; however, such a following does exist, and they love to turn Squeezey Liquid bottles into fenders, build their own true-motion radar sets, and at least know how to spend two years and a great deal of money making a ship's lifeboat look like a converted ship's lifeboat.

The one outlet that broke the rules was a weekly tabloid, which did give some gossip. I'm damned pleased it went bankrupt.

Keep it up,  
Dick Barton (Ericson 23 type)  
San Francisco

*Dick — There seems to be a place for a lot of different kinds of yachting magazines in the world. We're just damned fortunate that there seems to be a place for us in northern California.*

*(Incidentally, the publication from which the above 'critique' was taken, was not identified.)*

---

Latitude 38,

Thought you might be interested in the following clipping I found a few days ago. I must admit to mixed feelings in my reaction. On the one hand, those of us who find ourselves still clinging to this last vestige of bourgeois luxury might breathe a sigh of relief that the revolution seems to be in such good hands. This kind of piercing, searching, dynamic intellect of social consciousness is truly an awesome item to behold. My bemusement can be, however, somewhat moderated by the occasional foray into the murky realms of Pessimism where one can find, in certain dark corners, a bit of a chill in the air of the future.

Alan Pomeroy

*(The following is the clipping Alan sent, cut out of "Grass-roots", which we assume is a publication in Berkeley.)*

In your "Marina" article of the 3-21 issue, you mention the mini-bus plan for increased access to the marina. What is wrong with the 51M? Why duplicate effort and money?

You also mention "boaterships" for low-income people. What are low-income people doing with expensive boats and berths? "Low-income" and "boating" seem to be terms that preclude one another. Boating is one of the last of the absolutely bourgeois luxuries. I oppose "boaterships" for anyone unless

Come in and chat with

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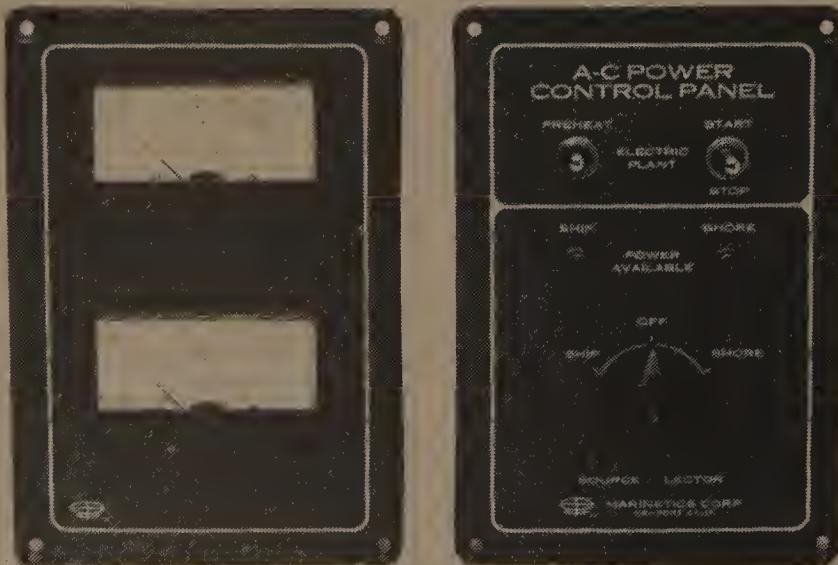
## ANTENNAS

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Phelps-Dodge 1M5, 3DB, 3ft. fiberglass w/mast head mount	49.50	44.50
Phelps-Dodge 1M5A, 3DB, 3ft. fiberglass w/mast head mount & 60' Coax	62.50	49.50
Phelps-Dodge 8-5, 6DB, 8 ft. fiberglass w/20' Coax & CHRM-BRZ ratchet lay-down mount	105.00	84.00
Hy-Gain 799M, 6DB, 8 ft. fiberglass w/20' Coax and cycolac lift-and-lay mount	69.95	62.95
Coax — Rg8X — A small diameter light weight Coax having the same low loss properties as RG8U. Recommended for sailboats requiring over 25' of antenna lead		\$ .45/ft.

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AC Power Control Panel Model 620. Provides for selection of AC source (either shore power, ship power or off.) to prevent source mixing. Availability lights indicate presence of either or both power sources. Includes AC Generator Start/Stop and either diesel plant preheat or gasoline plant blower control. Panel measures 5 1/4" wide, 7 1/2" high. MTS-620—\$122.00.

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# LETTERS

the use of the boat figures largely in someone's livelihood.

Diane Nelson

*Alan — Diane obviously hasn't owned a boat, or she wouldn't make the mistake of saying that boating and poverty are two terms which preclude one another. We've had experience and can testify that they are concomitant.*

*As for Diane 'opposing' low-income people from enjoying boating, well that's just a little bit too extreme for us.*

Latitude 38,

Your latest issue of Latitude 38 was great as usual. I was glad to see you have expanded your coverage of women in boating and the great underworld of builders.

But regarding John Gullet's letter regarding "Geartest" . . .

People in the U.S. don't have to write to England to receive this very informative publication. Survival & Safety Designs, One Fifth Avenue in Oakland is the U.S. distributor for this fine magazine.

In fact, S&SD is working with the publication providing them with information and products from U.S. manufacturers so the publication will be even more useful to the U.S. boating community.

In the issue I have read they have indeed done an excellent job of being the "Consumer's Report" of yachting gear. They are also very concerned about presenting the manufacturers' responses in subsequent issues of their articles and their comments on what changes they have made in the gear based on "Geartest's" reports.

Next to Latitude 38, it's must reading for serious sailors.

'Andy' Marken  
Palo Alto

Latitude 38,

Thanks for the article on Petaluma's mud banks. Two exits and any kind of sailor can avoid them now as they are marked with buoys.

There is still lots of anchorage available by rafting up in our downtown basin — however a few yachtsmen have written in to our local paper with threats of never to return until the river is dredged. Why spoil a good trip because of known hazards?

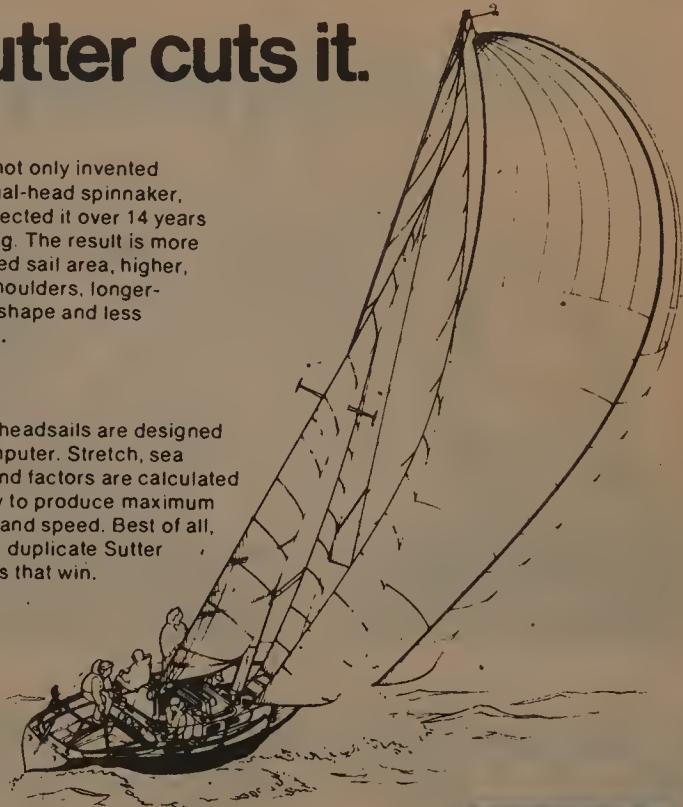
I personally sail in and out without fouling up — so can you.  
Max Flohr

*Max — We believe you, we believe you! In fact we know that it is no problem for boats drawing 6 feet to get in and out — provided that the skippers aren't too drunk. As for those who threaten not to return until the river is dredged again in 1980 — who needs 'em?*

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Sutter not only invented the radial-head spinnaker, we perfected it over 14 years of racing. The result is more projected sail area, higher, fuller shoulders, longer-lasting shape and less luff curl.

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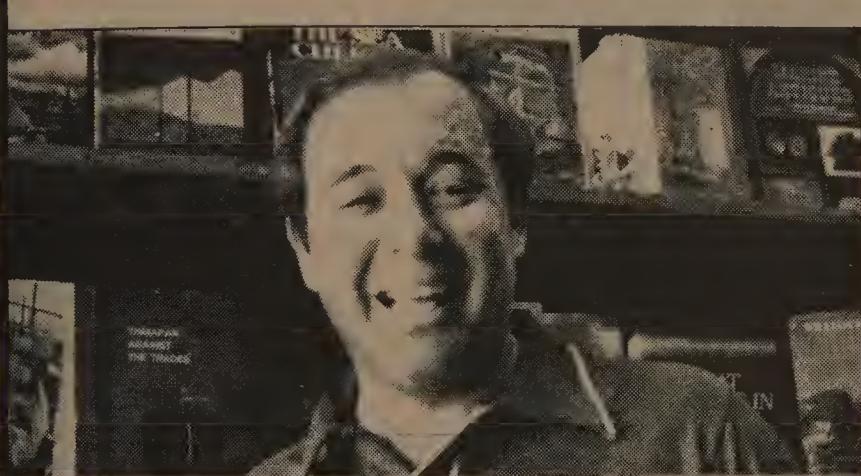
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# Why did you buy a BUCCANEER 295?



## DENNIS GRUIDLE — Sheet Metal Worker

We had been looking at some other boats with an eye toward moving up to more room for the family, and when we saw the Buccaneer 295, I just had to have it! It's not only got the room we need, but my thirteen year old son is getting to be a pretty hot sailor, and the 295 has the performance to keep him happy for a long time.



## BOB HOYER — Hallmark Salesman

After buying a 22' trailer boat that I ended up keeping in the water anyway, I wanted a boat that was big enough to sail comfortably in the ocean and in the bay. Being a sociable bachelor I had nothing against an impressive looking boat inside as well as out and I did want to race. I found this in the Buccaneer 295. Then the first day I owned the boat I entered the Island Yacht Club Treasure Island Race and was first to finish. Am I happy?!!?!



## DON SCHMAHL — Insurance Broker specializing in yacht insurance

I wanted a boat that I could live on for a few days at a time, but also a boat that would be really competitive when I have a chance to race without having to sell my soul.

*Here at the SAILBOAT SHOP we are pleased to note that the tide of public opinion is in fact turning. Of course it was bound to happen. A line of boats like the new BUCCANEERS just can't help getting noticed. At 22, 25, 29 and 33 feet, these yachts offer so much comfort, performance and style that nothing could keep them down for long, not even a host of self proclaimed "experts".*



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# LETTERS

Latitude 38,

I enjoyed your story on the characters you visited at Cabo San Lucas — some of them are my friends!

While cruising in the Gulf without ice, we learned to enhance the 'Latitude 11' drink by throwing in a bolt — bronze or stainless steel — and rattling it around — it sure sounds like an ice cube — and some swear it actually chills the drink!

Chet Noyes  
Tiburon

P.S. No boat stows "250 knots of anchor line" — not many even go that fast!

*Chet — You missed the boat on the anchor line. Greg was so flustered and excited he made such a mess of his anchor line that he indeed did throw over 250 knots and snarls, knots that his wife eventually undid.*

*We're glad you enjoyed reading about the folks at Cabo, you can well imagine how we enjoyed writing it. Cabo was just great, but it seems that the Mexican government has decided to build a permanent marina with berths, electricity and the works — it sure would change the place, and we're not sure how it could be for the better. If any of you get the chance to sail there, we recommend it.*

Latitude 38,

When my husband Tim & I stopped in at South Coast Boat Yard in Newport Beach on our way down to Mexico, we wanted to give a friend business at his newly-acquired yard. We had met him several years ago working at a boatyard in San Rafael. Now he and two other men had a yard of their own. We wanted to haul out and put a fresh coat of bottom paint on "Coppelia", our Vertue, before entering warmer Mexican waters. We planned to leave in a very maximum of two weeks. We were wrong. Two months later we left minus one friend and \$900.

We got hauled, a week after we arrived, on a rickety crane, and because of rainy weather, were two weeks getting our bottom and topsides done. We informed the yard when we were ready to be put back in the water, yet it took them 4 days to get around to putting us in. When at last they lifted us with their aging crane to return us to the water, the crane proved to be far less than adequate. There was much more weight farther out than the crane could handle, and not being bolted down or possessing sufficient ballast, the crane with the boat, began to tip over! The crane operator released the boat and "Coppelia" fell into the slip from about 12 feet lunging forward as she hit the water. The crane uprighted and the operator put the brake to slow down "Cappelia's" descent. The cable snapped with the sudden weight. "Coppelia" had suffered no damage thus far, or from falling into the water. It was no worse than falling off a wave. However, now cables, slings, and 3 I-beams came crashing down on her, smashing the boom gallows, puncturing the cabin top, bending the mainsheet traveller, and twisting stanchions,

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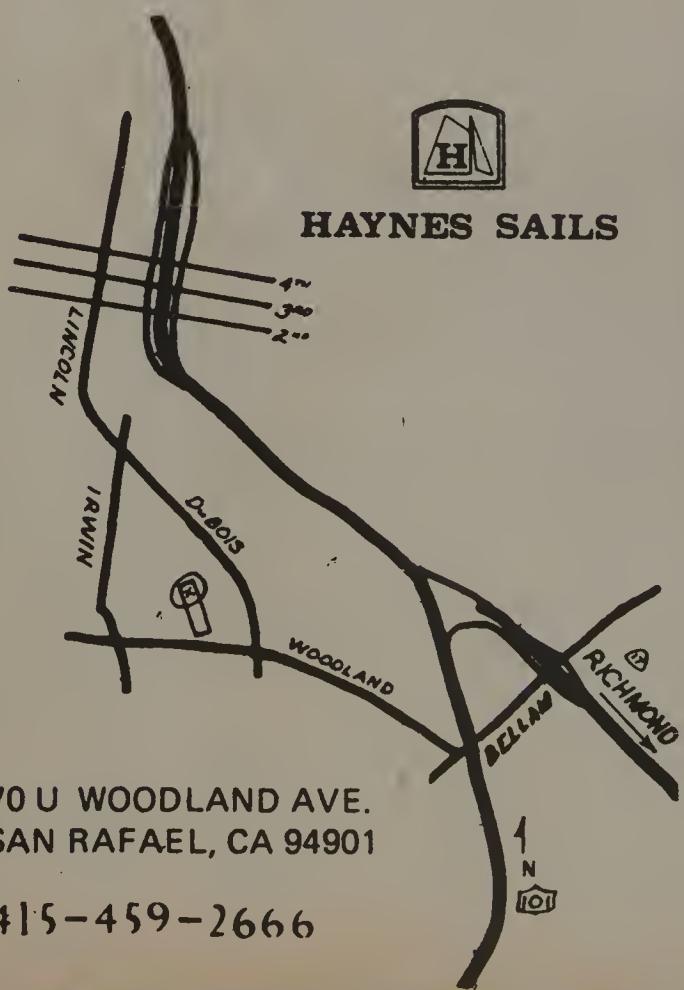
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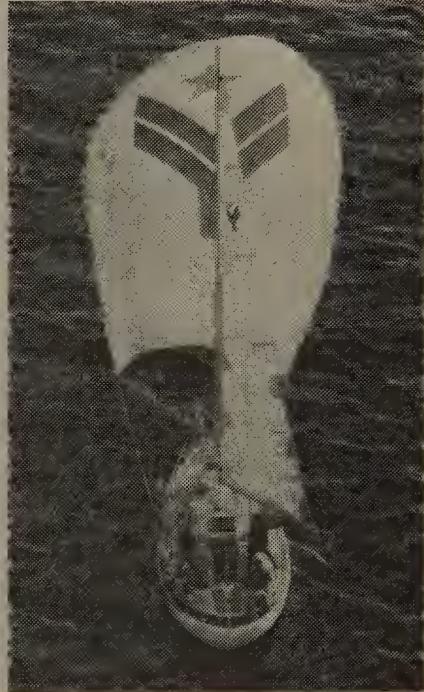
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Valiant 32



Esprit 37



Valiant 40

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**— Selected Brokerage Listings —**

60' Alden Ketch. Substantially rebuilt 1975, Perkins 4-108, 1977. New sails 1977, new standing & running rigging. Solid monel stove. Ready to cruise, asking \$70,000. Call George Pinsonneault.

Custom Lapworth Islander 44. Magnificent joiner work, H & C pressure, shower, diesel, VHF, fatho, wet locker, pedestal steering, fast, comfortable cruising yacht. Asking \$65,000. Contact Paula Blasier.

Cheoy Lee Clipper 33'. Outstanding classic cruising boat. Immaculately maintained. Asking \$47,000. Call Joan Duffield.

Ranger 33. Tall rig, race-ready, Lake Tahoe condition. Side galley. Asking \$38,950. Call Bill Gorman.

Custom 41' Stephens Bros., Mull designed, singlehanded, bluewater cruiser, Gumps interior, Barient, B&G, VHF, SSB, radar, reduced to \$105,000, owner anxious. Call Paula Blasier.

Vagabond 47'. Beautiful liveaboard cruising ketch. Bill Garden design. Fully equipped, Perkins diesel, electronics. Very spacious with 3 cabins. Asking \$120,000. Call Nancy Ellis Carr.

OI 28. Just reduced, the most immaculate Morgan 28 you have ever seen. Complete, down to the dishes, coffee pot & toaster. Ready to go at \$23,500. Owner anxious. For details contact Chuck Thomson.

Scampi 1972. Yellowjacket, diesel, 15 bags sails, Knot/fatho/WP/WS/close hauled/VHF/RDF. Very competitive under new MK III 21.1. Asking \$31,000. Contact Paula Blasier.

Carter 33', 1973. 9 sails, 2 Martecs, hydraulic backstay, Barient, safety gear including 6 man raft in cannister, Volvo diesel, twinstay, IOR MK IIA 22.1. \$35,500. Call George Pinsonneault.

Cal T/2. Inboard. Recent survey, very clean, nicely equipped. Priced for quick sale at \$15,500. Call Jack Woida.

58' Yawl . . . . .	\$245,000
50' Garden Ketch . . . . .	115,000
48' Staysail Schooner . . . . .	49,500
46' Cal 2-46 . . . . .	120,000
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39' Custom Sloop . . . . .	62,500
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37' Kiwi 1-Ton . . . . .	65,000
37' Ranger . . . . .	55,000
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36' Seawitch Ketch . . . . .	49,500
35' Cal Cruiser . . . . .	57,000
35' Peterson 1-Ton . . . . .	57,000
35' Ericson . . . . .	39,900
35' Ericson . . . . .	43,950
35' Alberg . . . . .	36,950
33' Ranger . . . . .	38,950
33' Ranger . . . . .	44,500
33' Buccaneer . . . . .	39,800
33' Santa Cruz . . . . .	49,900
33' Peterson Sloop . . . . .	44,500
32' Westsail . . . . .	59,000
31' Columbia 9.6 . . . . .	37,000

*Our small boats department has many trailerable boats from 14 feet.*

# LETTERS

not to mention making dozens of gouges and scrapes in the woodwork and mast.

After the emotions were under control, the task of cleaning up was at hand. The yard's insurance company was called and a surveyor came down that afternoon. He was very detailed and obviously knew boat construction. With the estimate turned in to the insurance company, work began on reconstruction. Since the yard had limited manpower, it was agreed that Tim would do the work and the yard would pay him.

When the repairs were completed, Tim's hours were turned in. It was at that point that the yard owed Tim money for the work. Since a friend was involved, however, & he was very short of cash, we wanted to give him time to collect the money from the insurance company. Three weeks went by and no money came. In fact, there was talk about it taking months longer since a suit was considered. Since it was the beginning of March and we had been in Newport Beach two months already, we asked the yard for the money due us. We even told them they could pay us some now and the rest when the insurance came through. They got greedy. They gave us two-thirds of what was owed us and said we could take it or sue them! They knew we didn't want to stick around for a suit. The hurricane season in Mexico was getting closer all the time.

The next day we left minus cash and minus a friend, but with the experience that I hope others will avoid. Don't go to South Coast Boat Yard in Newport Beach!

Rhoda Rogers  
Yacht "Coppelia"

P.S. I hope you print this so that others will not get burned like we did.

*Rhoda — You're wish came true, we printed the letter. Now we hope our wish comes true — we don't get sued!*

Latitude 38,

I would like to propose a toast to all of you at 38, and all Bay Area sailors in general.

Here's to another year; may it be as big a year for us sailors around here, as your steroided subscription form for the next year; may it be a plentyfull year for fun, wind, and all sailors beer. (Can't leave out the beer).

Keep up the excellent work, yours is among the sea-worthiest sailing sheets I have ever read.

—Thomas R. Murk  
Tiburon

Latitude 38,

I really like your style. Sign me up for a year. It's easily worth twice the price to get a no-bullshit sailing publication on Northern California. Hang in there.

—Bob P. Vergeer

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31'	Angelman ketch, 1961, in excellent condition . . .	37,500
32'	Fuji ketch, 1976, very clean with good gear. . . . .	46,750
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32'	Traditional double-ended cutter, neat . . . . .	25,000
34'	Robb ketch, diesel with much new gear, clean . . . . .	34,500
34'	Sparkman & Stephens diesel yawl, reduced to . . . . .	19,500
34'	Block Island diesel ketch, good sailor . . . . .	31,000
36'	Hanna Carol ketch (2) 1944 \$23,000 and 1964 . . . . .	45,000
37'	Douglas & McLeod Blackwatch, 1966, big inventory . . .	49,500
37'	Rabl diesel cutter, 1971, heavy wood boat, strong . . .	14,000
39'	Peterson gaff ketch 'LILLE DANSKER', 1947 beauty . . .	49,500
40'	Alden cutter motorsailer, 1958, radar, autopilot . . . .	68,000
46'	Cal 2-46, 1975 ketch with many extras, very clean. . . .	120,000
47'	German steel yawl, 1962, new diesel, excellent. . . . .	82,500
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60'	Belgian steel ketch, 1951, elegant and strong . . . . .	139,000

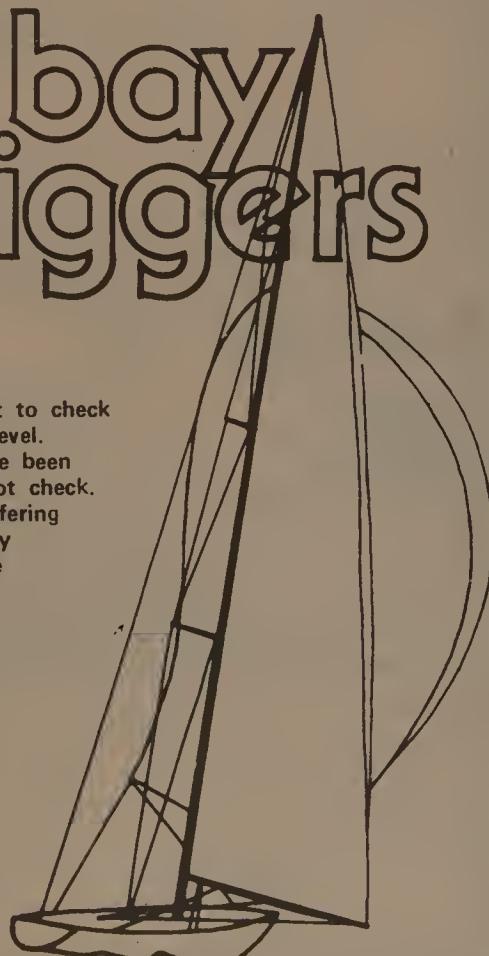
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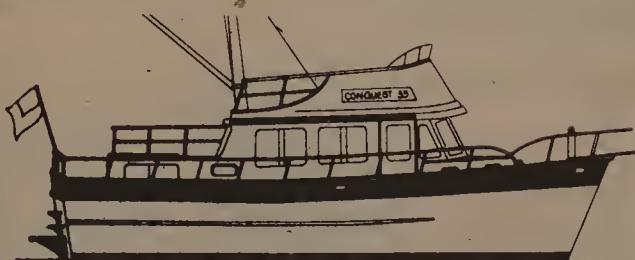
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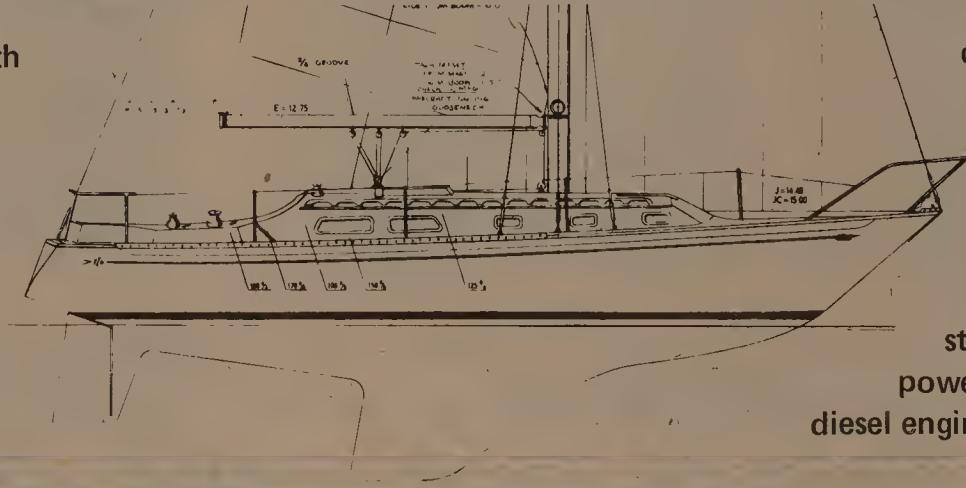
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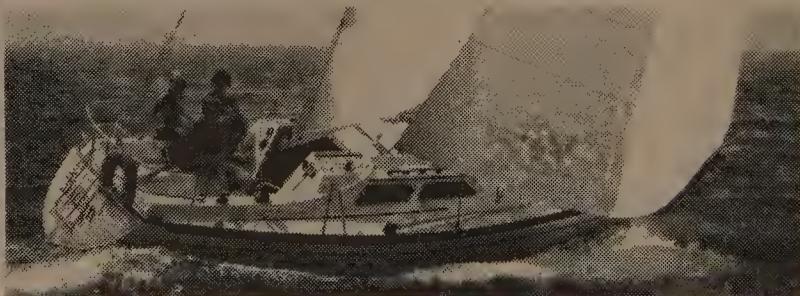
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Introducing the new O'Day 28. Performance sailing without penalties to comfort. LOA 28'3". Beam 10'3". Very spacious interior. Sailaway price includes Barient winches, main and jib, OMC saildrive, stove, lifelines and pulpits. Just arrived! and in stock.



1954 Custom Swedish Motorsailer. Designed and built by H. Hallberg. Ketch rigged with new mast, standing rigging and mainsail, mahogany planked, teak decks, 100 hp Volvo diesel. Totally refurbished and in yacht condition. \$42,500.

## SELECTED BROKERAGE

48' Maple Leaf Cutter . . . . .	\$175,000
44' Islander, '74 . . . . .	69,950
41' Cheoy Lee Sloop, '77 . . . . .	98,500
38' Cross Trimaran, '74 . . . . .	39,000
35' Lion Sloop, '61 . . . . .	45,000
34' Columbia MK II . . . . .	33,500
31' Ericson Cutter, '77 . . . . .	49,500
30' Gaff Cutter, '68 . . . . .	45,000
28' Hawkfarm, '77 . . . . .	33,000
27' Balboa Sloop, '77 . . . . .	18,750
27' O'Day, '76, Sloop . . . . .	16,950
26' Columbia, '70, Race . . . . .	11,500
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Fisher 30. The most popular boat in the Fisher range. Safe, seaworthy and easy to handle. 50% ballast ratio. 6.5 ton displacement. High quality teak finished interior. Usual comprehensive Fisher specification list. Special offer on boat in stock includes free knotmeter, log, windpoint and VHF.

## NEW LISTINGS WANTED

Particulars believed to be correct, but are not guaranteed.

Three of the five ocean races of the Danforth Series have been put to bed and are now being re-raced at yacht club bars. The remaining races of this series to be held this month are the 99.6 mile Buckner to be sailed the 12th and 13th, and the 204 mile Glenn Waterhouse with its grueling 90-mile weather leg from the Monterey entrance buoy to the Lighship. The 'Water closet' is the annual favorite of all of the IOR masochists, and is one of the few races that precipitates innumerable personal disasters from crews, i.e.

"Gee, I can't sail with you this weekend . . . .

- a. my mother is dying.
- b. my wife, though 48, is having our first child. She's expecting the 26th, and she needs me.
- c. I caught my foot in an elevator door, and I will be in traction til June.

Thirty seven IOR yachts sailed the Bay Season Opener and Overnight to Coyote Point joining the raft of 300 plus YRA boats for an evening of drinking, dancing, good comradeship and general mayhem.

New yachts to the IOR circuit are "Wings", Roger Hall's new Serendipity 42, and Robert McElogots' Morgan 36 "Sheerwater" and "Canadian Robin" just chartered by Don Young. If you've been wondering what that blinding beautiful red and purple Division C entrant is -- it's the "Ravishing Ruby" owned by Bill Andrew. It is good to see Walter Treadwell's E 39 "Nite-fighter" back in IOR, and "Moonshadow" out with her new owner, Stan Behrens, who turned in an impressive third overall in the Schoonmaker Stewart race.

— chris corlett

#### Results Top Three Boat in Corrected Order

#### DANFORTH SERIES — MONTARA/FARALLONES

##### Division I

1. Leading Lady — Peterson 40 — Stan Reisch	9:52:29 (1)
2. Monique — Farr 2 Ton — Chris Gasparich	10:29:24 (2)
3. Sweet Okole — Farr — Thom Gritzer	10:29:50 (3)

##### Division II

1. Front Page News — Santana 35 — Corlett	10:43:47 (5)
2. Amateur Hour — Santana 37 — Bob Klein	11:00:06 (8)
3. 18650 — Peterson 34 — J. McCafferty	11:00:16 (9)

#### DANFORTH SERIES — SCHOONMAKER-STEWART RACE

##### Division I

1. Brown Sugar — Peterson 38 — Ulf Werner	4:42:48 (2)
2. Leading Lady — Peterson 40 — Stan Reisch	4:49:50 (4)
3. Monique — Farr 2 Ton — Chris Gasparich	4:52:26 (5)

##### Division II

1. Front Page News — Santana 35 — Corlett	4:38:57 (1)
2. Moonshadow — Wylie 31 — Stan Behrens	4:45:08 (3)
3. Magewind — Peterson 34 — Wagenheim . . . .	5:08:42 (7)

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# MORA

The first ocean race of the season is always interesting. This season it was the 2-day Half Moon Bay race, traditionally a "fun" race with partying at Princeton Saturday night.

We started off Baker's Beach, and by the time we had Devil's Slide abeam it was apparent that there was going to be wind. As chutes were going up all around, it was also apparent that there was no "Montara Hole" this time. The wind just built all afternoon. Rolf Soltau's "86ed" was first to finish in the PHRF fleets, and the IOR section was led by "Foreplay", a new entry and a new boat on the bay. Another new boat to MORA, "Obsessed", owned by Don Tucker took the MORA III section, and Ralph Harding' veteran "Arranger" was first in the MORA IV section.

There are about 70 boats signed up in MORA this season, so we are trying four sections to relieve congestion at the starting line. An interesting fact is that in MORA III ALL the boats carry a PHRF rating of 174, and are thus racing on a boat for boat basis.

The harbor master at Half Moon Bay let us tie on both sides of the pier, which proved interesting. They were anticipating a southerly wind, which never materialized.

Half Moon Bay's new yacht club provided barbecue facilities and a welcome beach fire. Since MORA goes to Half Moon Bay three times in the season, we are looking forward to increased contact with this fine group and wish them well.

Sunday's start is always a rough one because of the seas around the starting area. Finding B & W "A" was a problem for some skippers and the winds were building steadily by early afternoon. By the time most boats rounded B & W "A" it was a steady 20 knots with gusts to 25 and the course to Mile Rock was too close to fly a spinnaker.

"King Tut" (spelled B - J), a J 24, lost its rudder and was towed in by "Odyssey" under sail. Odyssey's (Michael Lingsch) feat was appropriately noted by the Race Committee, and its time adjusted accordingly.

The Schoonmaker-Stewart Race (to the Light Buoy) was sailed a week after the HMB race. One frequently hears the term "feast or famine" applied to ocean racing, and here was the perfect example. There was hardly enough wind for those of us foolish enough to try the Marin shore to get beyond Pt. Bonita against the current. Even so, half way to the Light Buoy the winds were at between 20 and 25 knots gusting to 30! We were struggling to hold the spinnaker to avoid broaching (or worse) when along comes an outbound tug with two enormous barges in tow. Such excitement. And all the singlehanders were out that day, some going to the Farallones, and some just to the Light Buoy. It was almost as crowded as the bay.

-franz klitz

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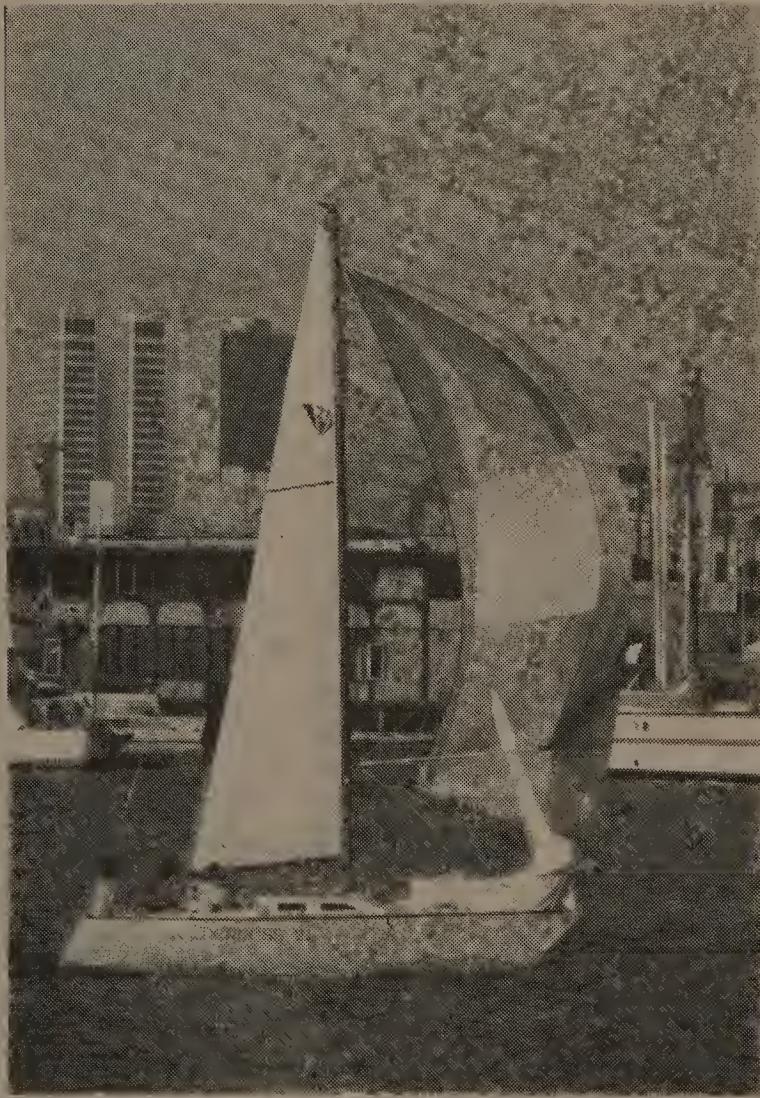
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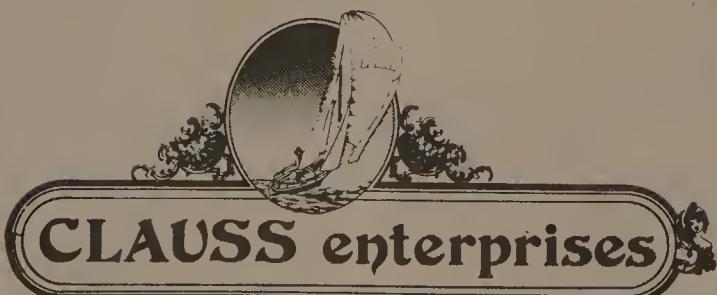
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Santana 30

1st Place - MORA, Division 3  
1979 Half Moon Bay Race  
Owner: Don Tucker

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Santana 20

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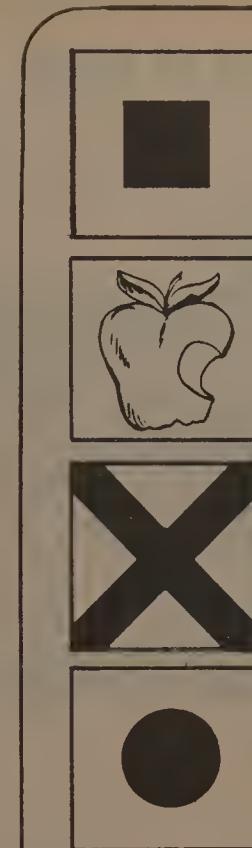
# LOOSE LIPS

**Bummer of the month:** It has come to our attention that one of the entries in the Singlehanded TransPac did what most people would call cheating, i.e. turned on his engine to propel the boat. The way it was explained to us, he didn't think it was cheating, because he would only do it when the main got backwinded while having the genoa pole out. Normally rectifying such a backwinded situation would take about 20 or 30 minutes of arduous work, but by turning on the engine 'for just a few minutes' everything could be fixed in a jiffy. Prior to the race the question of having the props shafts sealed was consistently fought over and defeated, and, as we understand it, they won't be sealed for the 1980 race, although maybe now it will be given some more thought. It doesn't seem to us that it would be worthwhile to identify the boat or individual, other than to say that it was a big boat and finished about in the middle — on elapsed time — in that group.

And maybe your next boat will be built in Korea. Nick Hopkinson of International Boat Industry made the following statement in a market study on international boatbuilding: "The Korean Government has announced their intention to license 20 boat builders, who will receive financial assistance to develop and export industry designed to build over 4,000 yachts with a value of \$100 million per year by 1980". Either the boats are going to be pretty small or pretty cheap since that works out to \$25,000 a shot, and that isn't much for a boat that has to be shipped across the Pacific. Nick also reported that "Taiwan now builds more pleasure boats of between 35 ft. and 60 ft. in length than any other country in the world, apart from the USA." So there.

It was reported in the St. Francis YC 'Mainsheet' that Mayor Diane Feinstein is now a member of that club. One of the things we never got around to in our so-called 'women's issues' was the matter of whether or not women were able to be regular members of yacht clubs. While there had been a time in the past when almost all the major clubs either prohibited or made it very difficult and uncomfortable for women members, this seems no longer to be the case. After some voting was done at the beginning of this year, we know of no club that does not allow women full memberships. If we're wrong, you can always let us know.

And now we take you to England . . . Imp has again been chosen as one of three boats to make up the United States team to compete for the Admiral's Cup in England this summer. Dave Allen's Holland designed 40-footer was the high point boat in the last Admiral's Cup competition, and it will be interesting to see how the 'old' boat will do this year. Skip Allan, who is getting married in the middle of May, has often been the helmsman on Imp, and has agreed to keep Latitude 38 up on the big doings in England. The other two members of the United States team are "Williwaw" and "Aries". "Williwaw" won the SORC, beating "Aries" who was in the same division as she. Aries,



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## TARTAN 30



Previous experience by both Tartan and Sparkman & Stephens contributed heavily to the creation of the Tartan 30; which with more than 500 sailing remains one of the most highly desired cruising and racing auxiliaries. The outstanding resale values confirm the success of the design and the care with which each T-30 is built. The control of helm has proven to be exceptional and will be particularly noticed by helmsmen unaccustomed to being able to leave the tiller.



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# LOOSE LIPS

however, showed flashes of being faster when not plagued by breakdowns. The one boat that really wanted to go, but didn't get selected was "Acadia", a big Frers design that won the '78 SORC, a boat some considered too big to do well in the Admiral's Cup.

And the one thing you're never supposed to do if you're a publication is talk about the competition, but we'll do it anyway. Publishers of all the boating magazines from San Diego to Seattle are pissing in their pants over what is supposed to be the imminent arrival of "Soundings", which is a newsprint publication catering to power and sailboats alike. They are a big regionalized boat publication back east and reportedly will be regionalized out here, meaning Seattle, San Francisco and southern California editions. Soundings costs a buck and runs a lot of Coast Guard stories and little tid bits which we have been 'lifting' all the time. But here's the question we want to ask you, the reader, 'Who wins when a snotty old rag from stuffy establishment in the northeast comes out West, particularly when the advertising manager is, was, has been or somehow is associated with the designer of the J-24?' Friends, you win, because everybody will work a little harder, and try to do a little bit better job than before. Us included. For example, right now Soundings has a banner over each issue that proclaims, "Boating News while it's News" or some such thing. Our goal, if they ever come out here, is to make them change the banner to read "Boating News While It's History".

And have you met the cool 'cats' new to the neighborhood. Peter Jowise's Freedom 40 cat ketch recently came into Sven's yard in Alameda. Peter says it's really a kit boat and will take a while before it's all together. The Freedom 40, with its free-standing masts and wishbone rig, has been hailed as both the salvation of mankind and the devil's own yacht. We shall see, as Peter says he'll give us a ride when it's all done. The other cat ketch is "Paleomag" owned by a J. Foster who has her signed up to race as a quarter tonner. Most quarter tonners are about 25' long, "Paleomag" is about 31 feet long.

And in last month's story about Cabo San Lucas we made mention of how the new valve on the Avon's seemed to leak. Tom Martin, who distributes for Avon, just about flipped and told us Avon had spent four years developing that valve and all kinds of people are sending in their old Avons to have the new ones put in. 'Are you sure', he asked us, 'that it was a new valve?' We said we were pretty sure but we're going to have another look at them and check. While Tom is showing us the new valve, he's going to be giving us some information on life-rafts as we are finally going to be doing something on that topic next month.

If you were in a Boston Whaler and were taking photographs during the Lightship Race and the Coyote Point Race, somebody on one of the boats you were taking pictures of

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Bob and Carol with the third member of their new family. Carol has been racing Jester dinghies. Bob's been sailing for 26 of his 30 years with high points being the 5-0-5 worlds, 4 transpacs and the Moore 24 Nationals.

## MOORE 24 MOMENTS



The Yacht: Equinox  
The Owners: Bob and Carol Simpkins  
The Event: Bob and Carol were married the same weekend that they bought their Moore 24.

We wanted something that the two of us could sail and enjoy. I owned a Moore Bros. 5-0-5 before and the Moore 24 is a lot like a 5-0-5. We got it for one design racing, mostly because it looked like a neat fleet. We can take it out and anchor off the wharf and enjoy that part of it too.



We met in Ron Moore's Jester dinghies and I learned to race in Jesters. When you race, you really learn how to sail. The Moore 24 is a great women's boat. On bigger boats there isn't anything I can do, I know what to do but I'm not capable of doing it. It takes too much muscle, I can't handle it. But on the 24, no problem, I can handle it. With a winch and gloves, I can do it, that's what I like. We have plans for it as a cruiser too.

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# LOOSE LIPS

would like to see the shots, but we didn't get his name. We'd tell you that you could reach him with a classy classifieds, but that would be transparently self-serving.

Now most of you folks rent your berth from month to month. How much do you think it would cost to buy it, assuming that you could. Just to give you some idea, 50 foot covered berths (for powerboats) are being offered for sale up by Antioch for a mere \$36,500. Fortunately bank financing is available. Figure out how much your berth is worth by applying the correct 'regionalizing' factor, which is something we just made up out of thin air.

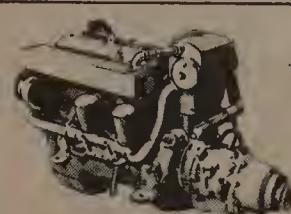
Geez, it's time to apologize again. We sort of ran a big preview on the Congressional Cup with northern California representative Rich Hackett, and then never did tell you who won. Dennis Durgan of Newport Harbor Yacht Club won — the only non-southern California to have ever won is Ted Turner — with an 8 and 1 record. Rich Hackett and the crew from Coyote Point came in 7th with a 3 — 6 record. Hackett lost the first two races in winds that were flukey and five knots, eventually the race committee called off the rest of the sailing schedule for the day due to the bad conditions. In the first race of the second day Hackett beat a previous Congressional Cup winner, Dick Deaver, and then had a large lead on Pelle Peterson in the next race when his genoa ripped and killed any chance he had. The winds were blowing 20 and 25 that second day and Hackett's Cal 40 was one of six genoas that ripped. We only talked to Hackett for the briefest of moments, but he remarked that the competition was "intense". We'll bet it was. As we walked by the boats after the last race a sensible and attractive looking woman was saying, "I'm glad that asshole Deaver lost, he's a real prick". Deaver, who had a protest going that might have won him the Cup, is generally known as a nice, friendly, competitive guy, generally not described by such outbursts from women. We'll have more on the Congressional Cup when Hackett wins it all next year.

And for those of you who are going to race in the Metropolitan Yacht Club of Oakland's "unique and exciting" Oakland to Santa Catalina Race, be advised that the YRA sent out a flyer with the wrong starting date. The race starts on Tuesday, June 12. See Sightings for details.

Dammit! It's gotten too late in this edition of 'Loose Lips' for the monthly 'Sermonette', so we'll have to end with a quiz. Here are the answers: 1. Christopher Columbus 2. Ferdinand Magellan 3. Francis Drake 4. Captain James Cook 5. Vasco de Gama 6. Prince Henry the Navigator 7. Horatio Nelson 8. Buddy Melges 9. Paul Elvstrom 10. Modesty Forbids.

O.K. now, those were the answers, now here are the questions, and there are two of them: 1. Are these the ten greatest skippers in history. 2. Who said these are the ten best skippers, in order, in history? Til next month . . .

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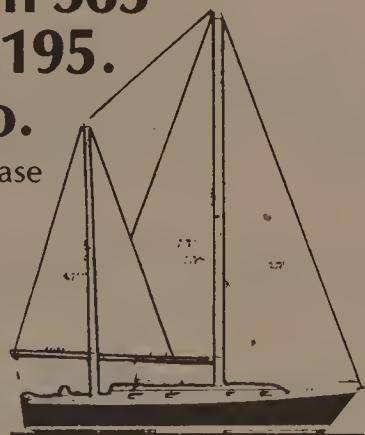
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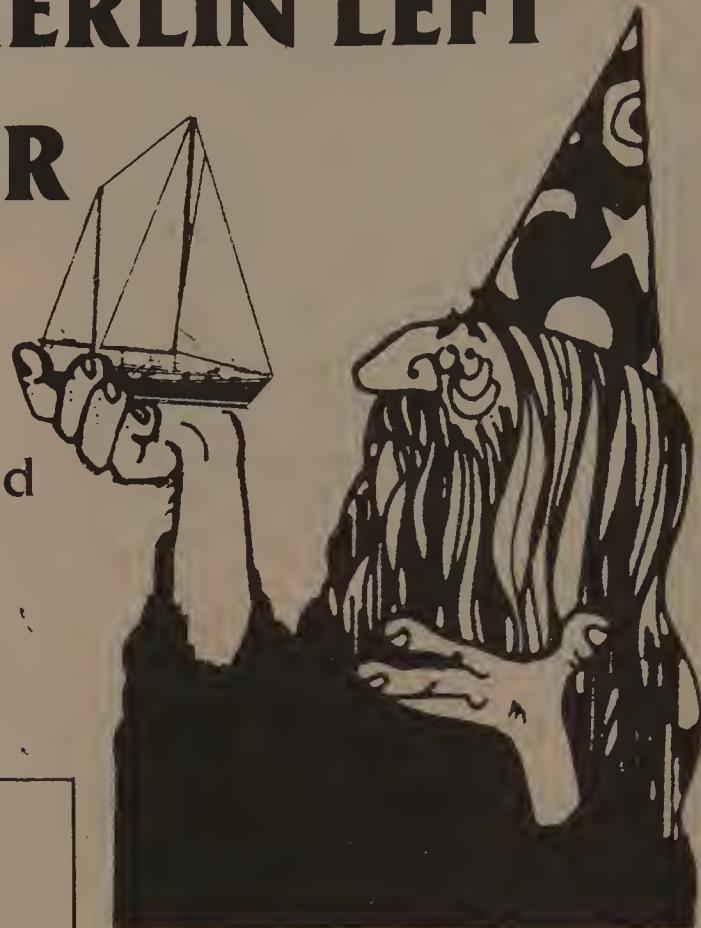


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# BOATS IN TROUBLE

The following is a letter that was passed on to us from friends of Kathy and Alan Shirk, who used to live and sail in the bay area. As we understand it the incident described below took place in either the Santa Barbara or Catalina Channel.

Last Wednesday, the 11th of April — we were sailing on the first real test of our shake-down. The boat was all stocked, stored, and ready for our departure to the south seas. She was well even though the winds were gusting up to 35 knots and the seas were 12 to 15 feet with some breaking. We really felt under control and happy that we at last had the opportunity to test the boat in conditions she would undoubtably encounter on our voyage.

To make a very long and tragic story shorter . . . the mast broke in two places, the major fracture occuring at almost deck level near the winch plates which were on the mast.

Alan and Jim worked very quickly and with the upmost confidence (they helped me keep calm just by example!). All the rigging had been cut away with bolt cutters, except for one located at the end of our bowsprit — the jib stay. Just as Alan was about to crawl out onto the bow & free the last piece of cable — the bow pulled away from the deck. The stanchion posts pulled up 3 feet and the bow bent toward the water at about a 45 degree angle. It was impossible to risk further hazard by then going onto the bowsprit. So we left the rigging as it was, hoping the force of the mast & 3 sails would free the last cable.

Alan, in the meantime, set up our emergency antenna to our VHF radio and after several broken messages we were able to reach the Coast Guard in Long Beach.

The mast broke at 3 P.M. The Coast Guard helicopter reached us at 6 P.M. then left us at 6:30 P.M. due to a fuel shortage. At 7 P.M. the Coast Guard cutter, an 85-footer arrived.

At that time we were taking on water, but not at a tremendous rate and the rigging was still with us, held on by the jibstay. We are sure, because the noise was deafening, that the hull of our boat was taking some pretty severe blows from the mast or staysail boom hitting her. The seas were then 15 feet and breaking, with one 20 footer breaking on top of us.

The Coast Guard assessed the situation, determined there was no way to cut the last piece of rigging, nor was it possible to take us under tow due primarily to the huge sea anchor beneath the boat and secondarily to the rough seas.

It was then decided to leave our vessel. The conditions, however, were so stormy & the seas so large that the cutter took 45 minutes to get us all off our boat, one by one. Needless to say, we took only what we had on our backs.

Alan flew over the area the next day with the insurance company salvager. Our exact position had been well fixed by the Coast Guard cutter, and Alan had flown over the area all day, but could not find a trace of "The Kathleen" We fear she went down that night.

Now our immediate plans are to fly to Hawaii. We have already arranged to rent a home on Kauai for 2 weeks of R & R.



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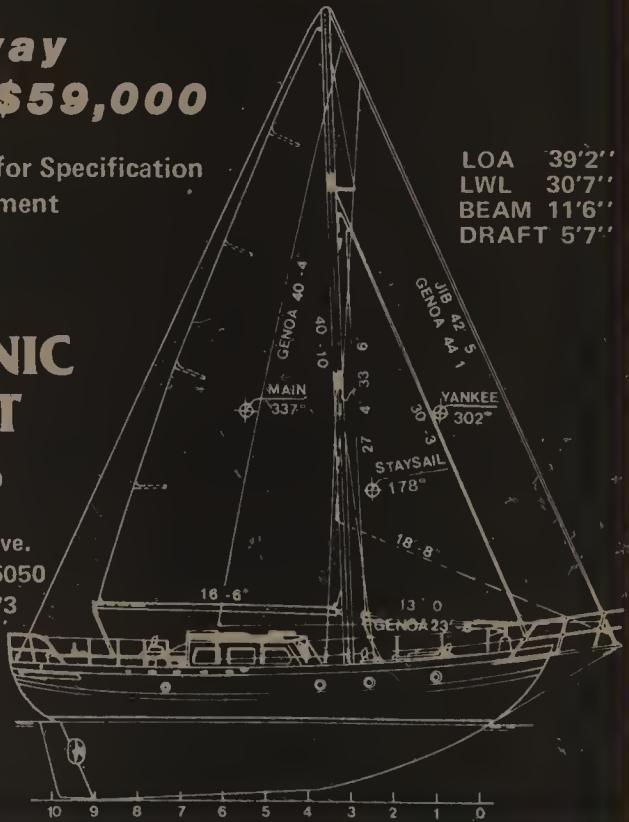
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# BOATS IN TROUBLE

After that, we will probably buy another boat (not Taiwan built!), and go to Mexico next year. There is also a chance we will find a suitable boat in Hawaii and then cruise the Islands for the summer.

— Kathy & Alan Shirk

*In mid-April the dailies carried an AP brief that a Michael Lintner had sailed his 32-foot sloop into San Diego after being hit by a tanker. Knowing that this had to be the Michael Lintner that had sailed "My Star", a Westsail 32, in the Singlehanded TransPac, we had Louis Gerlinger — who owns the San Diego Log — have Lintner get in touch with us.*

Michael reported that he was in the process of making a 55-day, 5,346 mile passage from Tahiti, singlehanded. He had gone to sleep at 9:30 one night, his position 480 miles northwest of San Diego. Approximately an hour later he was hit by what appeared to be a tanker he believes was headed for San Francisco.

The damage to the boat included "a splintered bowsprit and platform, a parted headstay and starboard upper shroud. The starboard spreader was knocked off the mast, the mast was bent over double, and the yankee was shredded". The mast remained bent over double until his arrival in San Diego several days later.

The contact threw Lintner from his rack and by the time he got on deck, he was only able to see the outline of the vessel, there being no moon out. He theorized that the tanker was on a parallel course with him, had overtaken him and had its bow wave cause the Westsail's mast to rock back into the bow of the tanker.

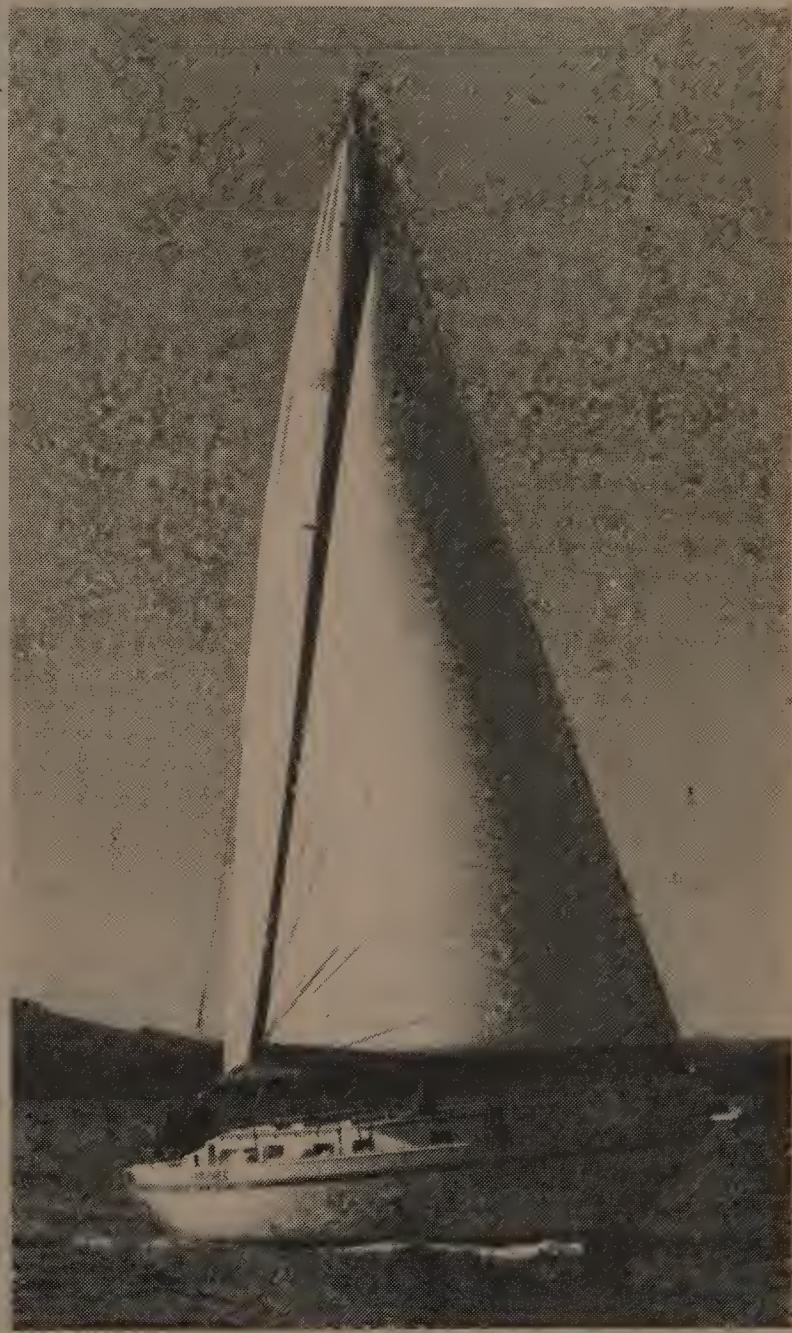
Lintner got on the VHF and was able to make contact with the vessel, who he reports "refused to identify herself or where she was headed". Despite refusing to give that information the watch officer and the captain — "who had a Spanish accent" — spoke to him for 20 to 30 minutes.

The vessel inquired if My Star was in need of assistance or in danger. Lintner said no, but that he could use some diesel since his had become contaminated. The tanker replied that they didn't have the right kind. They then asked if he should be reported to the Coast Guard; Lintner said yes and gave them all the pertinent information. That information never reached the Coast Guard.

A day and a half later Lintner had jury rigged a small sail to the staysail boom and a storm sail to the doubled over mast. When the winds whipped up to gale force, My Star, ripped along at 6 knots and made San Diego without further incident.

We checked with the Coast Guard in San Diego on the status of the incident and they said it was under investigation, but there wasn't much more investigating they could do. Although there were "no scrapes" on the hull, the Coast Guard feels there is no reason to doubt Lintner's story. The spokesman for the Coast Guard indicated that had there been more serious damage, injuries, or death, there would be a greater investigation. Even if there was a tanker found, both vessels probably would have been at fault, "since it appears neither had anyone standing watch".

# Explorer 44



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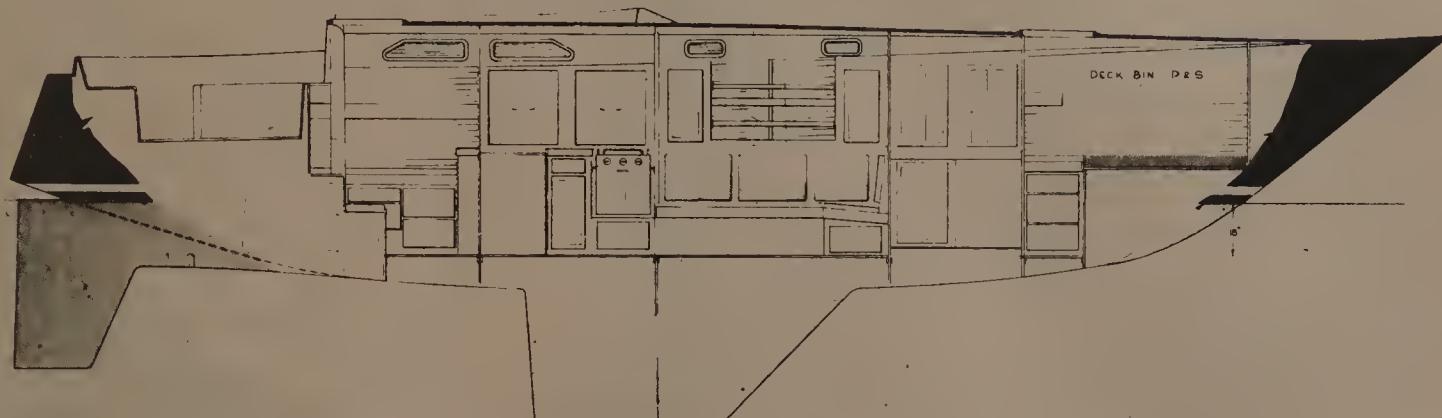
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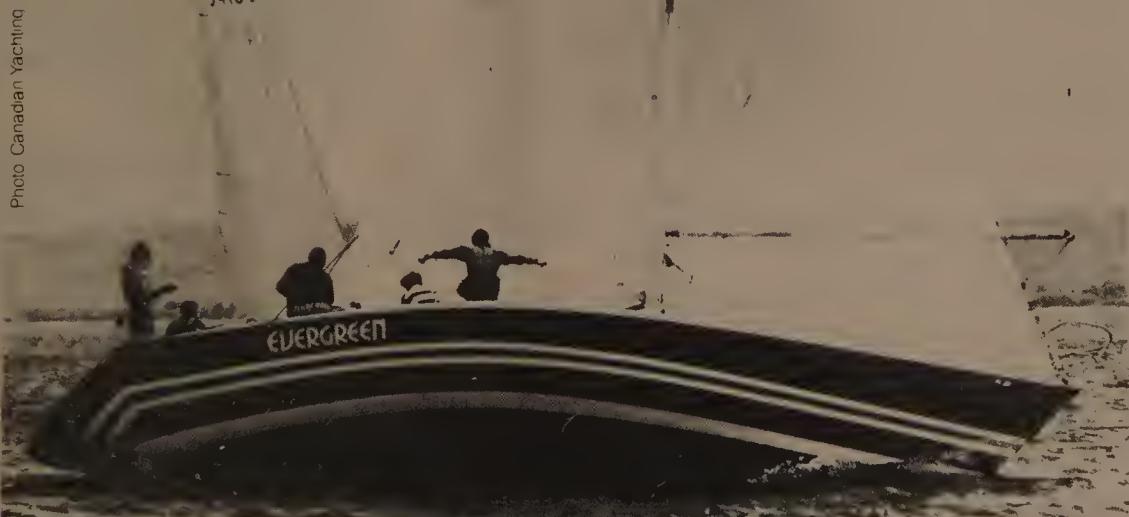
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# SIGHTINGS

## **what do you say to a naked crew?**

This is a true story. After a disappointing Coyote Point Race we were approaching Raccoon Straits in the company of a 36-foot boat we'll not name. Our crew was sitting around swearing, eating, drinking beer trying to sober up, picking noses — the kinds of things you do after a race. Also everyone is looking at these three or four women lined up on the weather rail of the boat just a little ways away from us.

All of the sudden, and all together, they go and yank their foulies up over their bare chests. This is such a preposterous thing that nobody on our crew thinks they are seeing what they are seeing. Finally they drop 'em back down — it's cold as heck out — everyone decides that their minds aren't playing games on them and starts to holler.

These women today though . . . well nothing is free and pretty soon we hear this "show us yours!" Well, most of us are too mature for that kind of thing, but there is one young one full of vinegar and piss and he drops his Farmer Johns and wiggles his . . . well . . . well his butt at them. What a jerk! All the women yell "Turn around stupid!". And like we said, he is young and that's what he did. They yelled, and seemed to be happy, so we suppose that's what you say to a naked crew.

## **friday night races**

Sailing in the 'night' club races is one of the best ways to enjoy your boat as well as being a great way to meet new friends. And lest we forget, it's a nice way to ease your family into some racing fun.

The Golden Gate Yacht Club will be having races on May 4, May 25, June 1, June 15, August 3, and August 17. There will be one-design racing for classes that have more than five boats sign up, otherwise it will be under PHRF. The racing costs ten dollars and you may get an entry form by calling the Golden Gate Yacht Club in San Francisco.

The Encinal Yacht Club of Alameda and the Oakland Yacht Club of Alameda have joined forces to put on a Friday night series with race dates on May 18, June 1, June 15, June 29, July 13, and July 27. There is a fee of \$10, and you may call Dave Moseley at 522-6868 or Dennis Gilmore at 522-3272 for an entry form which must be back in their hands by May 15th.

The Sausalito Cruising Club has there first Friday night race on May 4, followed by races on June 8, June 22, July 20, August 10, August 24, and September 7. Like the other two clubs there is a fee of \$10. You can race one-design, handicap, with a spinnaker or without a spinnaker. You may get your entry form by calling 332-9349.

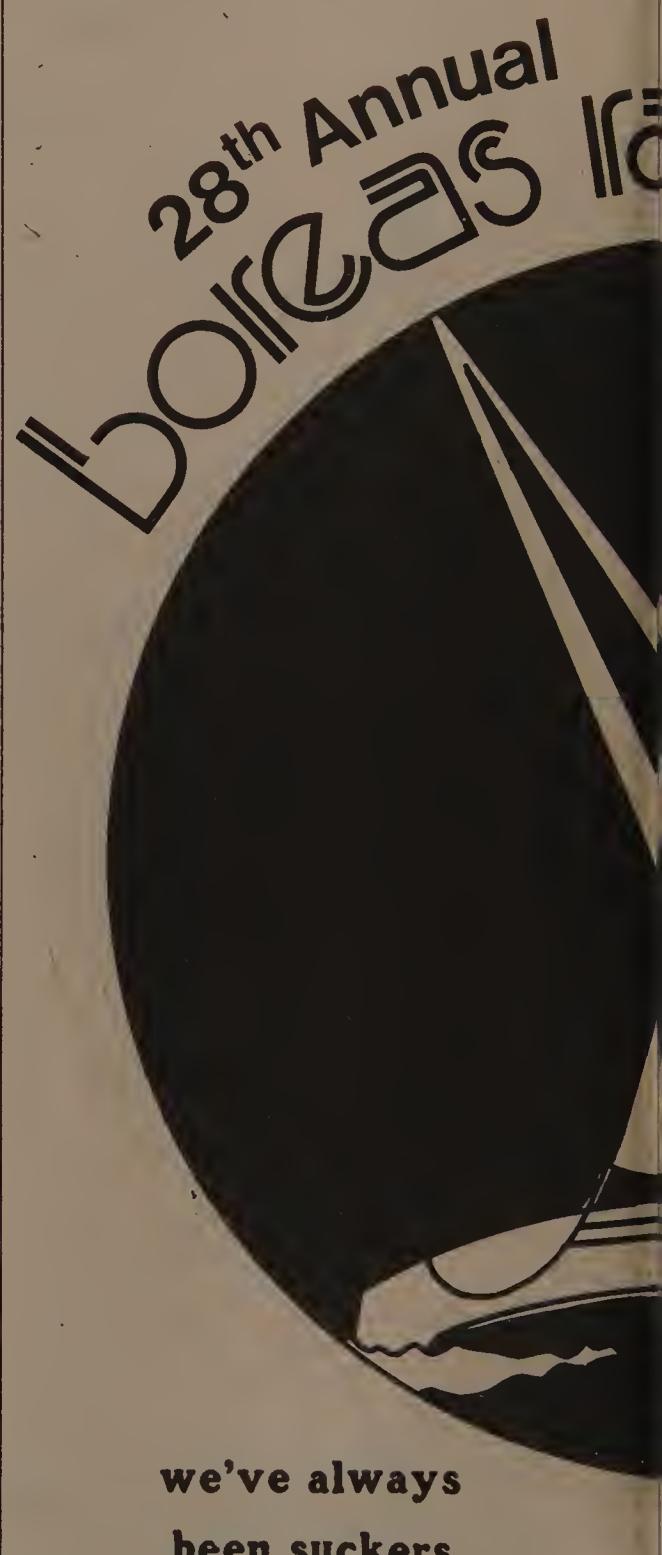
All the clubs mentioned above welcome racers to enjoy the various club's facilities after the races and the bars will be open and dinners are available. Try it!

## **1979 master mariners**

Don't believe everything you read, especially if it has to do with the Master Mariner's Race this year. They got off to a bit of a slow start again, so don't be discouraged if you think you missed the deadline to be an entry or a sponsor.

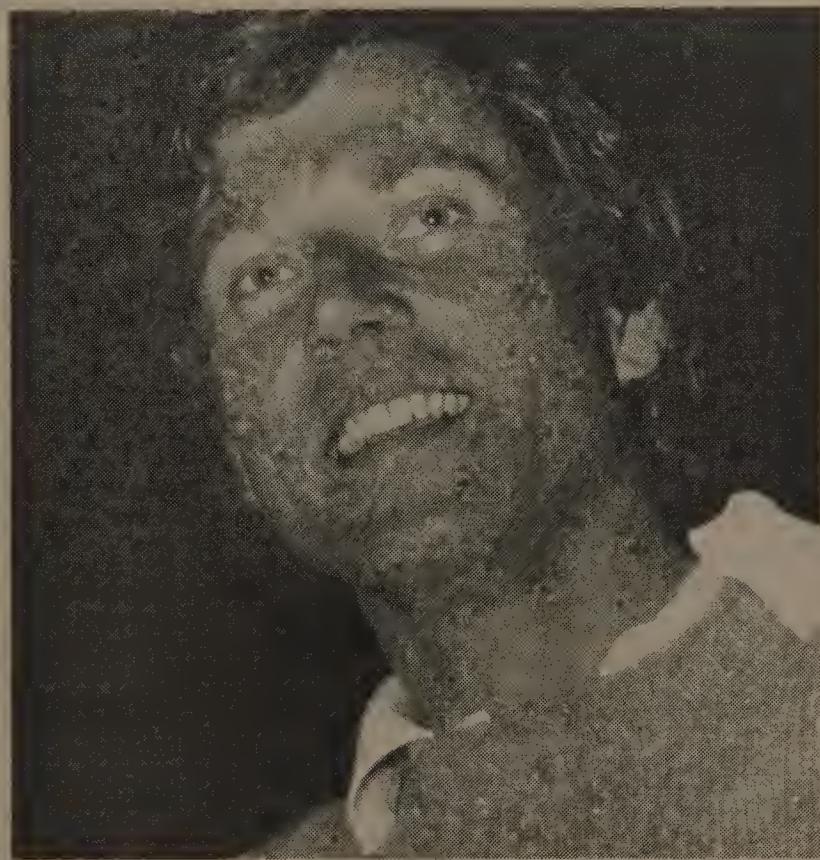
For information on being a sponsor, call Peter Carniglia at 433-5550.

For information on being an entry, call Mike Douglas at 456-1860 or Ed Gibson at 332-6274. It's earlier than you think!



**we've always  
been suckers**

Even though June 30th is a ways off, today is the day to start making plans for the 28th annual Boreas Race from San Francisco to Moss Landing — sponsored as it is each year by the Elkhorn Yacht Club. Afterall, it usually takes about a week for the crew to decide what kind of sandwiches they want brought along, another week to decide what kind of beer to take, then they need a week to rest . . . next thing you know you're late to the starting line.



Has everyone noticed the greatly expanded sailing coverage afforded by the Chronicle? On the day of the Coyote Point / Vallejo Races the Chronicle even featured a banner size photograph across the front of the Sporting Green. And results . . . they printed all the race results, which amounts to about 500 boats!

Who is behind all this? Kimball Livingston, pictured above lounging in the bar at the St. Francis is one of the parties responsible. He replaces the retiring Jack Schmale as the Chronicle's boating writer. Jack is a great old guy, but there was a bit of his age creeping into his articles.

But Kimball is young and fresh! He's smart as a whip, and wise as an owl! And he knows a lot more about local sailing than we do, so we're all anticipating great things out of him. Kimball has written for most of the important yachting magazines including the 'big 38' (ho, ho!), and knows what he writes about. The Chronicle is lucky to have him, and so are we, the Chronicle's readers.

Kimball is partly responsible for getting race results printed, the other responsible party is the magnificent Kitty James, the YRA Executive Secretary. After every single race last year Kitty trudged down to the Chronicle with the race results — just as they requested. And every single time they failed to print them. But Kitty persevered, and now with the assist of Kimball and the Sport's Editor we are seeing progress. Kitty James, doing a job!

And there are some signs of progress down in San Jose at the Mercury. Rumor has it that Diana Green will be writing several boating features a month, the first one of boat 'super graphics'. And over in Oakland the Tribune folks have been calling the YRA office and making noises about needing a few words now and then.

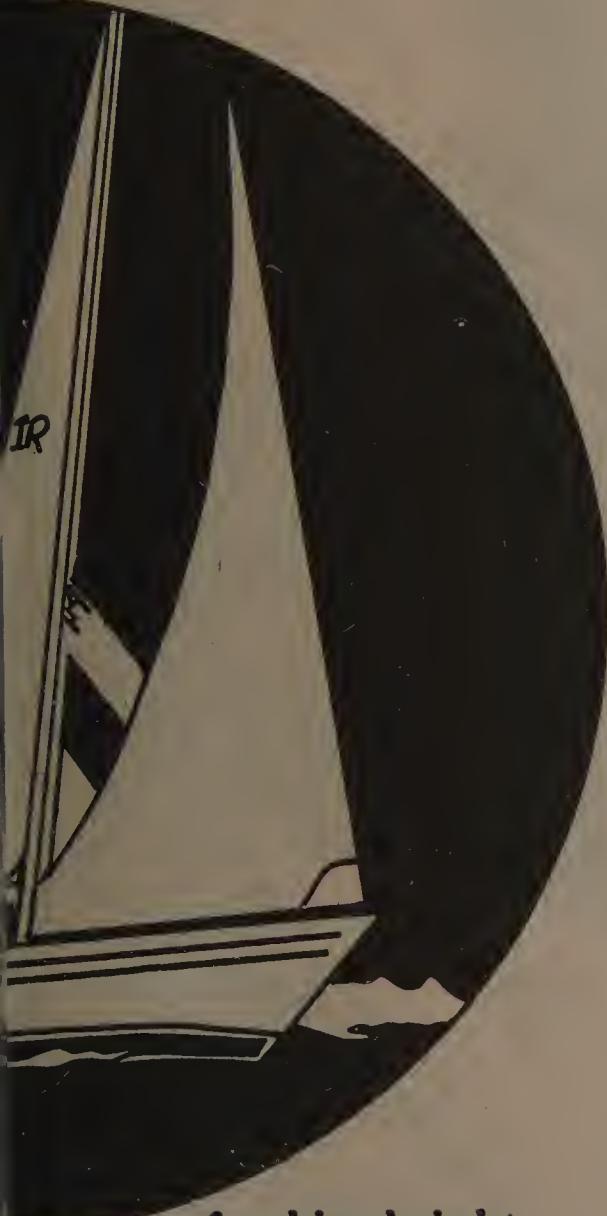
But hark! What of the Examiner? Will we ever hear of sailing in that publication? Or will they just drag behind the pack, ignoring the best news on the bay? Time will tell . . .

## for big, bright bold graphics

Sailboats will race under PHRF handicaps. There will also be a Predicted Log event for powerboats. The idea behind that event is that each boat guesses how many logs they will see on the way down, and the boat that makes the closest prediction wins a matching pair of pot-holders.

For an entry form for the sailboat race, write: Boreas Chairman, Elkhorn YC, P.O. Box 45, Moss Landing, 95039.

ce



Across the Atlantic, the Pacific,  
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These are the places that the first seven Freya 39 owners have sailed their boats. We build a no bullshit cruising boat for them, and we're proud of it.

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The Freya 39 is a family cruiser that's easy to sail and has plenty of room. It's got to be — I build them for my wife, my son and myself.

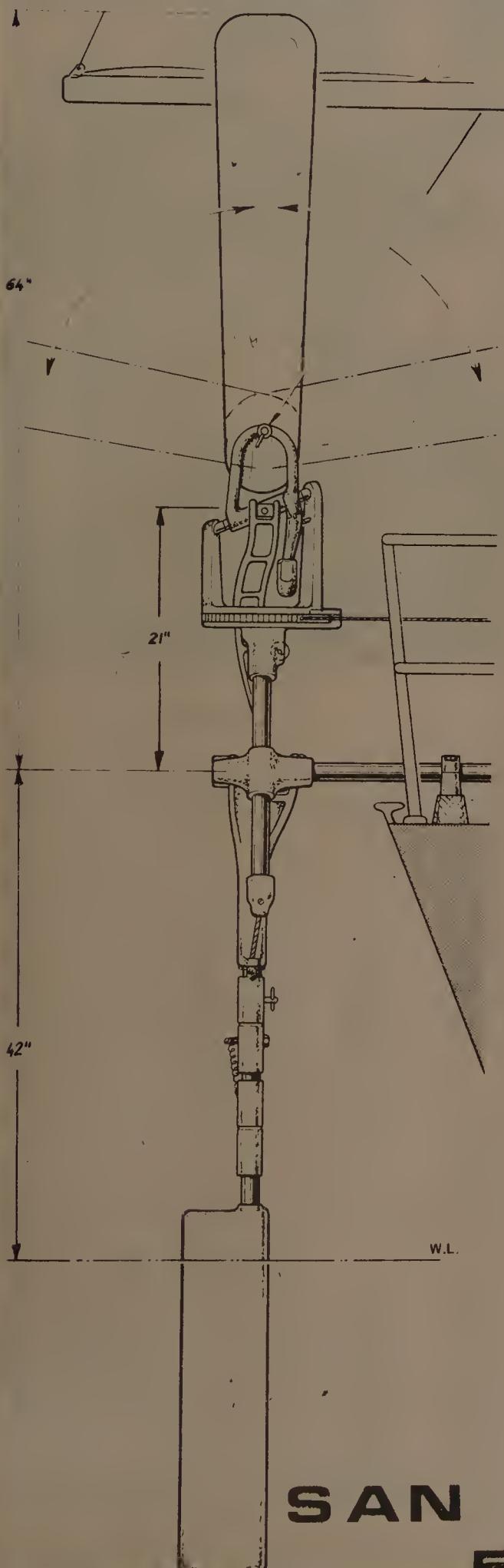
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The Aries is simple to operate. It can be adjusted from the cockpit to steer any sailable course you choose. You just take your desired course. Then haul on the line which rotates the vane until it is in the position least affected by the wind. In that position the counter weighted vane will be vertical.

Technically the Aries may be described as a "tilted horizontal axis wind vane with a servo pendulum rudder". It thus affords instantaneous course correction. More simply put, after the vane is set as described above, when later the boat moves off course one side of the vane is presented to the wind which causes it to tilt to leeward. That movement is transmitted through the crank linkage and bevel gears to the servo rudder which is thereby turned from its "dead ahead" position. The increased water resistance forces the servo rudder to swing sideways on its bearings. The force of this movement is transmitted back through the lines which are attached to the tiller and the course is automatically corrected with the boat's rudder just as though someone were at the helm. Perhaps that is why most Aries owners give their vane a human name like "George" or whatever. Whatever name you give your Aries you can be sure that "he" or "she" will serve you faithfully and well!!

Based on the experiences of Nick Franklin, the designer and manufacturer of several models called Aries, this unit is going to be the one to be produced for the years to come. It is the same model as that one which was produced for many years up to 1975. The factory has gone back to this well-proven design after finding that it is their best design in the desired efficiency results.

If you should have any questions, please do not hesitate to call. In the fine tradition of Nick Franklin we will give you fast and the best service possible to make your next voyage and many others the most relaxing and enjoyable you ever thought possible. There isn't a large body of water or a marine boating community that does not have many Aries gears, and of course many satisfied yachtmen. We have been told over and over by our customers that the Aries performs better than their expectations or their experiences of any wind vane and that its worth is understated.

Ask any Aries owner for yourself!!!

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# SIGHTINGS

## el transpac

Since the final entry date for 1979 TransPac was May 1, a complete roster of boats entering has not been compiled. But it is estimated that there will be some 70 entries for the 30th running of the run to Honolulu. Race starts at beautiful Point Fermin on June 30th.

The TransPac Yacht Club claims to have formulated a fair handicap system for the ultra lights, so there again will be just one division. We have yet to hear any feedback on how 'fair' the system is.

Biggest boat in the fleet, in fact the biggest entry in years is the 102-foot ketch, "HMCS Oriole" from Vancouver. Also entered are three sloops from Japan.

Local boats expected to make the race are Roger Hall's new Peterson 43, "Wings", Irv Loube's Puerta Vallarta winner "Bravura", Hank Grandin's Victoria to Maui winner "Tinsley Light", and last TransPac's second place winner, "Sweet Okole", chartered by Thom Critzer. We've heard that others like "Lois Lane", "Regardless" and several others will race, and we hope to have a complete list next issue.

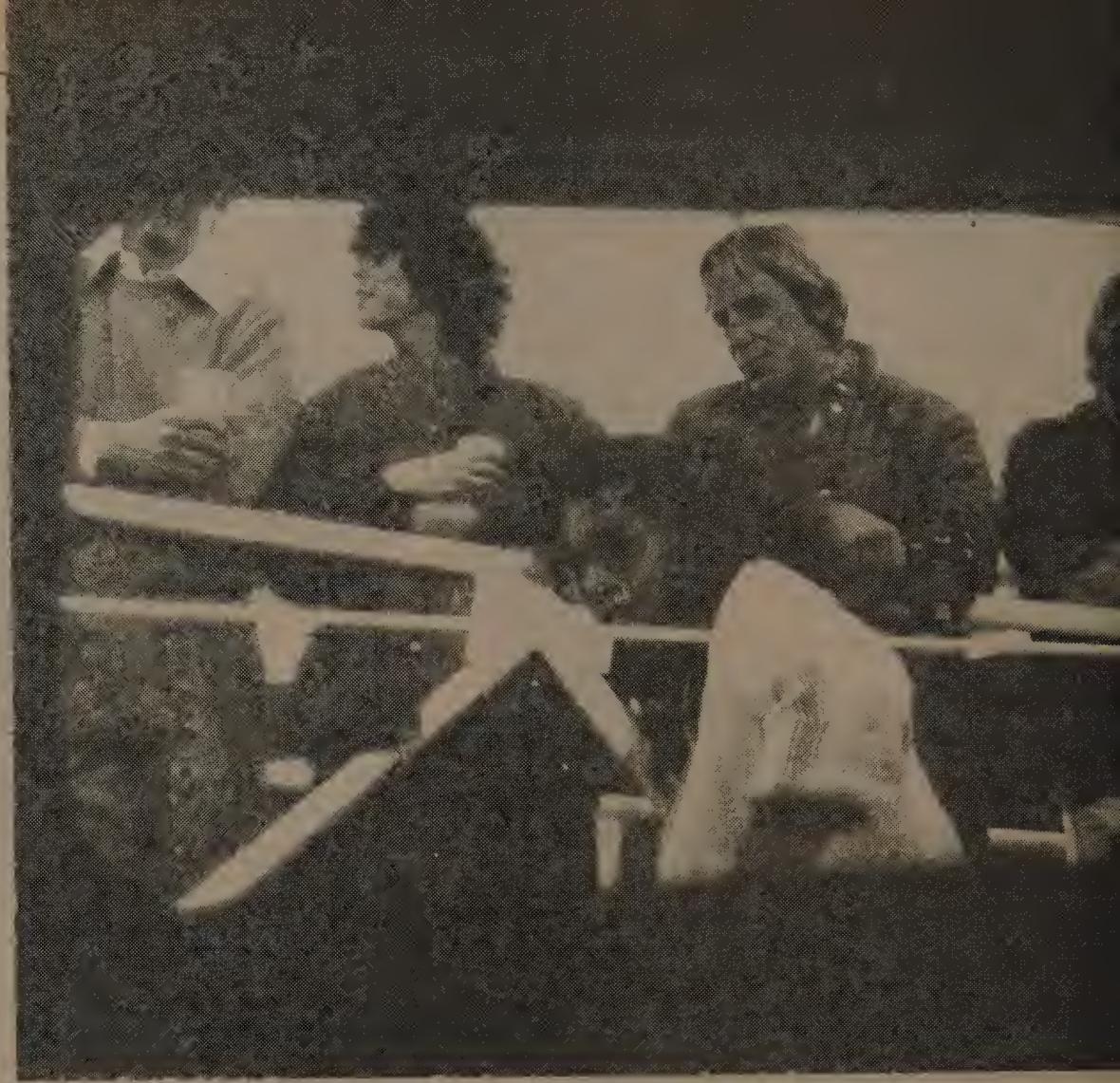
Aloha!

## help a brother

Preservationists of East Brother Rock — that's the name of a non-profit corporation which is seeking to operate the Coast Guard-owned island for public use.

If the group is able to amass \$50,000 worth of money and valuables, they will become eligible for matching funds from the Dept. of the Interior.

Call Thom Butt at 236-7435 for details.



## boat show

How ya gonna be spending your summer? Will you be sitting in line at the gas pumps with your family, inhaling those toxic fumes in the irritating heat, trying to keep the kids under control while the Arabs and big oil companies take you for a ride?

Or, will you be out on the bay, or maybe up the delta or down the coast, soaking up the sun, tanning your new muscles and taking a sip off the Becks the lady in the bikini just gave you.

The choice is up to you, and if relaxing out on the water sounds better than having a heart attack waiting in a gas line, well maybe you ought to stop by the San

## boat show

Francisco Bay In-The-Water Boat Show. The show runs from May 4th to the 13th and will be featuring all kinds of boats, some of them only the very stinking filthy rich can afford, and some that are within everybody's price range.

The show hours are between noon and 6 on weekdays, and 10 to 6 on weekends. The show is located at Mariner Square in Alameda which is straight up from about 2/3rds across the Posey Tube in the East Bay. If you'd rather go all the way through the Tube, they'll be signs directing you when you get out.

Admission for the show is \$4.00 for adults and half that for kids of all ages

## boat show

Santa Cruz Harbor and its several boat dealers have decided that it's high time that they too had an In-The-Water Boat Show. And so, the first (and very likely not the last) Santa Cruz Harbor Festival and Boat Show is about to happen during the first weekend in June.

It's common knowledge that the world's craziest sailors are in Santa Cruz, so it comes as no surprise that a boat

## boat show

show in Santa Cruz isn't just another boat show. Included in the festivities will be: windsurfing, dory and raft races, bathtub races and amphibious helicopter rescues. And just to be really different, the admission is FREE!

Many boat buyers may not be aware of the variety of boats available in Santa Cruz. The show will have everything from ultra light super duper racers to heavy



## boat show

between 6 and 16. Rug runners are admitted free. If that sounds like a little more than you'd like to pay, there are discount tickets at most marine dealers which will keep you smiling.

Sometimes you pick up certain vibes about boat-shows, and we've been picking up good ones about this show . . . seems like they'll be lots of boats there, a whole slew of them, lots of new ones too. You should stop by, see if our vibes check out allright — and while you're at it, think about what you'd like to be doing this summer.

## boat festival

duty cruisers and all the stops in between. They'll be plenty of small boats (for small budgets) such as day sailors, cats, and trailerable boats.

The dates and times for the Festival and Boat Show are June 1st through the 3rd; Friday, Noon til dusk, Saturday and Sunday, 10:00 in the a.m. till dusk. and enjoy, the price is right!

— milt gold

## the great danes

Some 35 years ago the Nordic Folkboat made its debut in Denmark and Sweden. The sweet little lapstrake boat became a big hit, with fleets of more than 1,200 boats in both Denmark and Sweden, with other large fleets in West Germany, Poland, Finland, the Soviet Union and England. There are 150 Folkboats in the United States, 75 of them in the bay area, which makes it the largest fleet outside of northern Europe.

The big problem with the Folkboat has been that the Danes have been great in the Folkboat, beating the arch rival Swedes, and everyone else for years and years. This generally disagreeable trend continued in 1977 when the Gold Cup was contested here on the bay. The Danes swept 5 of the top 10 spots, with the local fleet doing no better than a 10th place finish.

When it was suggested that there be another San Francisco Cup in 1979, everyone was pretty happy. The Danes thought it would be fun to come back, eat at Sambos, and win again; the other northern Europeans thought it would be fun to come back and eat at Sambos and beat the Danes; and the local Folkboats thought they had a score to settle with these guys from the other side of the globe.

And so it comes to pass that many former national and world champs will be assembling for the five-day competition which runs May 1 through May 5 out of the St. Francis Yacht Club. Over 40 European crews from Sweden, Denmark, Finland, and West Germany have sought to compete; 22 of the teams will be accepted. Ten boats from the host San Francisco fleet will round out the entry list, ten crews eager to prove that they learned from the disastrous local showing in 1977 and that they are ready to take their place at the top of the world Folkboat fleet.

The regatta will begin with a flag-raising ceremony at the St. Francis featuring the good Mayor Feinstein, the consul generals of the participating countries and the Navy band. There will be a tune-up race on Monday, April 30, followed by one championship race on Tuesday, two on Wednesday, two on Friday, and one on Saturday. The courses, all between San Francisco, the Marin shore, and Alcatraz — will make for great viewing from the marina in San Francisco. Screw work! Bring your lunch, your binoculars, and you may squeeze in to watch all the fun. The spring weather should be blustery, ideal conditions for sailing competition at its best!

## fabulous new race

Commodore Jim Forrest of the Metropolitan YC of Oakland recently announced a great new race for west coast yachtsmen. Da, ta, da . . . it's called the First Annual Oakland to Santa Catalina Island Race, and it starts Tuesday, June 12.

The idea behind the race is to provide a feeder for the TransPac, and at the same time be able to offer an ocean racing event for people who might normally just cruise down the coast. We think it's a great idea, and if your boat rates below 180 PHRF or above 27 IOR, you're in!

There will be numerous social events surrounding the event, including a trophy presentation at the Catalina Country Club. Call Jack Morris for an entry form, 832-6757; it must be in by June 1.

# SIGHTINGS

## widebodies

### down in flames

LOS ANGELES (MNS) — A decision has been made this week to suspend production at Columbia of all boats. We will continue to honor warranty work on all Columbia boats and we will continue advertising the boats, at least through June, to help dealers sell their inventory." That is the statement Whittaker Corporation's director of communications gave to the San Diego Log during a telephone interview. In a later release, Columbia announced that they would cease work at their plant by the first week in May.

Hail Columbia! For almost the entire history of fiberglass sailboat production Columbia Yachts has been a name to reckon with. During the company's heyday in the mid-60's it was the biggest manufacturer in the industry.

During a sail in Santa Cruz we met a guy — who we believed — who said he built the very first Columbia 29s, although they weren't called that at the time. After a few hulls he sold out to Dick Valdez. It was Valdez, who now owns Lancer Yachts, who built Columbia into the major manufacturer it was and later sold out to Whittaker. Whittaker later bought Coronado Yachts, which was started by Frank Butler, who now owns Catalina Yachts. Eventually Whittaker merged the two lines and they were simply known as 'Columbia'.

Over its two decades of sailboat manufacturing, Columbia probably produced more different sized models than any other company. The following sizes come to mind: 21, 22, 23, two 24s, two 26s, 28, two 29s, 30, 31, 32, two 34s, 35, 36, 38, 39, 40, 41, 43, 45, 50, 52, 56, and 57 feet. And these models don't include any of the recent Alan Payne "Widebody" 'meter' designs. Our all-time favorite Columbia? The Bill Tripp designed 52 — what a sweetie!

The quality of the various Columbias varied over the years. The Columbia 40 that followed Charlie Morgan's "Paper Tiger" was always highly regarded, as were many of the other early boats. After the Whittaker Corporation took over there were increasing reports that the quality control was getting bad — a common complaint of companies that grow rapidly. Columbia's most recent efforts, the Alan Payne designs, marked what seemed to us as a dramatic upswing in quality. But apparently it wasn't enough.

"Continuing losses" was the reason given for shutting down, with "competition from imports" being the one major factor. Very recently Columbia had been making a last-ditch effort to get into big boats, but time had run out.

Columbia's parent company, Whittaker is still very much in the boat-building business. Their powerboat companies — Bertram, Trojan, and the ritzy Rivas are all reported to be hauling in money.

If you think you can do a better job than Whittaker, they'd like you to try and prove it. The plant, hulls, toolings, molds — the whole production package is waiting for you, and the company hopes that some sugar daddy will continue to produce the boats. Just remember, there's no business like the boat business.



## what's

A lot of you folks who think you know what this picture is all about, don't. No, it's not a bunch of aborigines drying their laundry by the Great Barrier Reef. No, they are not pilgrims on their way to Mecca.

Perhaps you saw a recent James Bond movie where some army of adversaries attacked something or the other using hang-gliders as their means of transportation. This isn't them either. These guys are working on the sequel, and these are hang-glider sea planes. Afterall, if you have to make another raid on Entebbe or

# SIGHTINGS



PHOTO BY JOHN HUTTON

## going on

something and you use hang-gliders, you've got to be able to get out of there too, or your government's going to have a hell of a sailmaker's bill.

The way you get these flying is by going down wind as fast as possible, rotating the gyro-hypo-aerlions (near the left foot), and hoping. Some skeptics will point out that you couldn't use these at Entebbe because there is no lake to take off on, pay no attention to them, they are the same kind of people who said we'd have trouble with nuclear power plants.

## here?

Somebody might want to tell you that this was the Windsurfer 'Around-the-Rock Race' in which Ted McKown won over 60 other entries. They might also tell you that the next big, real big, Windsurfer event is the annual race from San Francisco to Sausalito and back, on June 30th. But then who are you going to believe, them or us?

## tired?

Go ahead then, take the week off and go sailing. Tell your boss we said it's O.K.

## let's hope it was 'fruit of the loom'

Two fishermen whose boat was wrecked during a typhoon off the Phillipines survived for four days by hanging on to a wooden crate. They sustained themselves by eating a T-shirt until they were rescued.

## smash, bang, boom

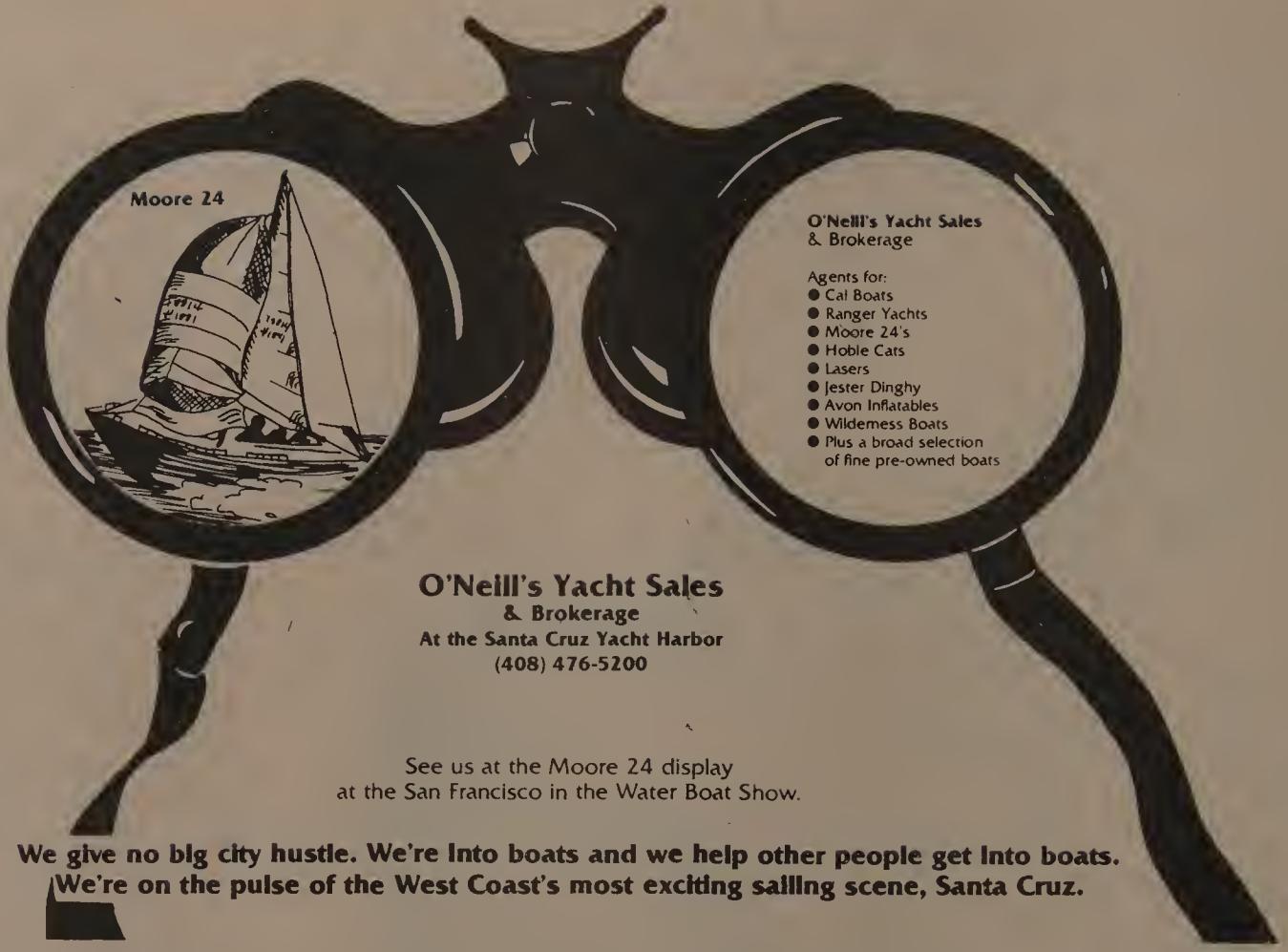
This is got to stop, we're talking about all these boats crashing into one another. We've never seen anything like it. The first was in the Singlehanded Farallones Race when Richard Synder's Ranger 23 was hit by a tri and eventually went to the bottom.

Next week in the Colin Archer race a Hans Christian and a Mariah tangled with the Mariah getting dismasted and a man ending up in the drink.

We don't know how many smashups there were in the Coyote Point Race, but we witnessed several ourselves. In Division J alone an Offshore 47, Kettenberg 43, and one other boat were bumping at the starting line. Two tacks up from the start a Morgan 38 appeared to broadside a Santa Cruz 27, both also J boats. Then at the finish line another Division J boat, a Bristol 38, had someone ride right over his transom.

Granted, in the Coyote Point Race the race committee may not have been too wise in running several hundred boats up to Crissy and then back down through the starting area again — particularly when everyone sought relief from the tide on the beach. But strangely enough, none of the collisions we saw had anything to do with it.

We don't know if people don't know the rules, if they are being negligent, or reckless, but please, cool it!!!



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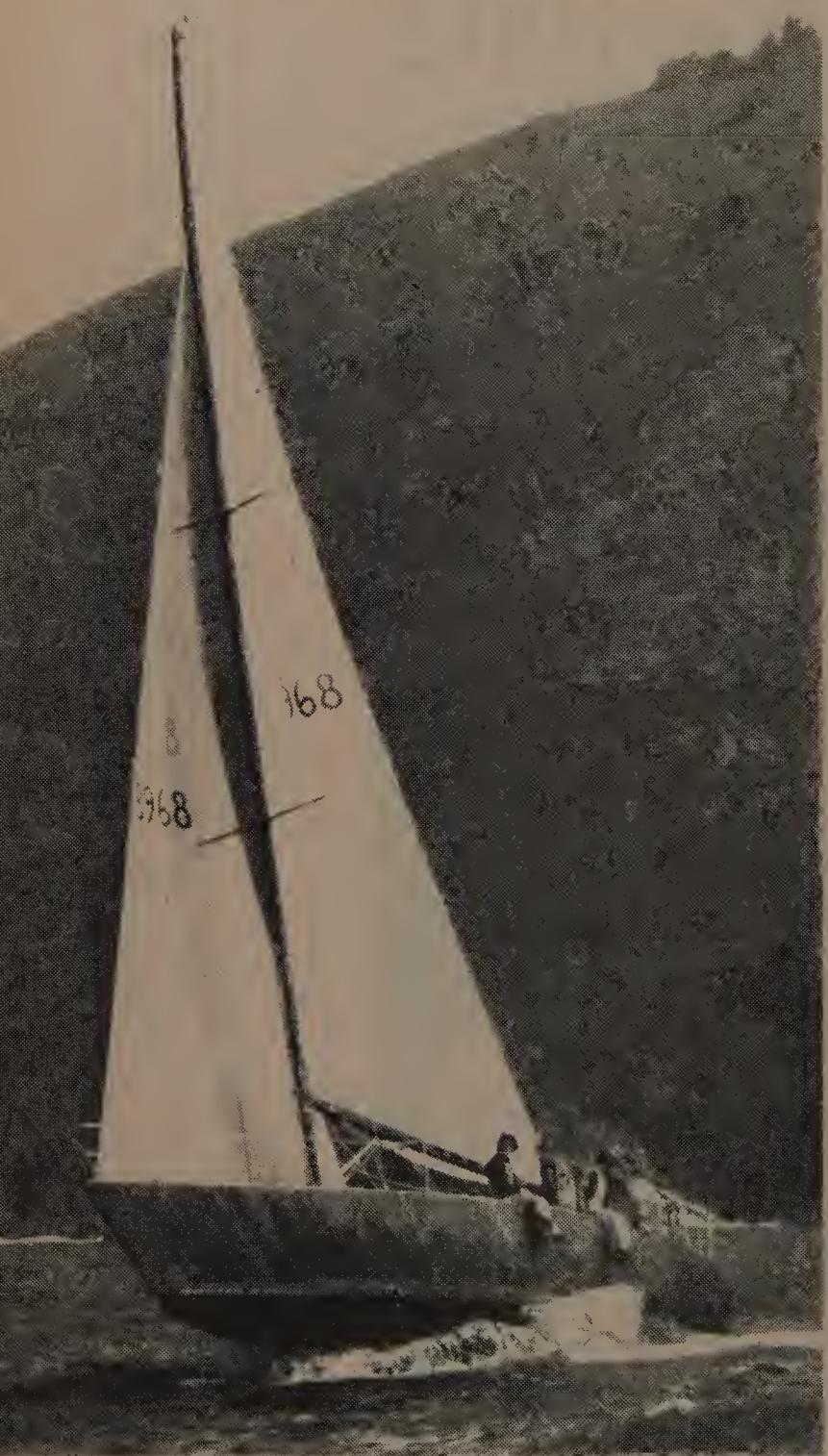
# Clipper Sailes

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# SPRING SWING



This five-page feature just happened without us knowing it. As we roamed around the bay area during the last month, we just kept running into bottles being smashed over bows of new boats. We'd take pictures — just like this one of Diane Peters, busting a bottle over the bow of the new 'Constellation' — and decided you might like to have a look. Now we didn't get every new boat, but we think we got enough to give you a scent of the season.

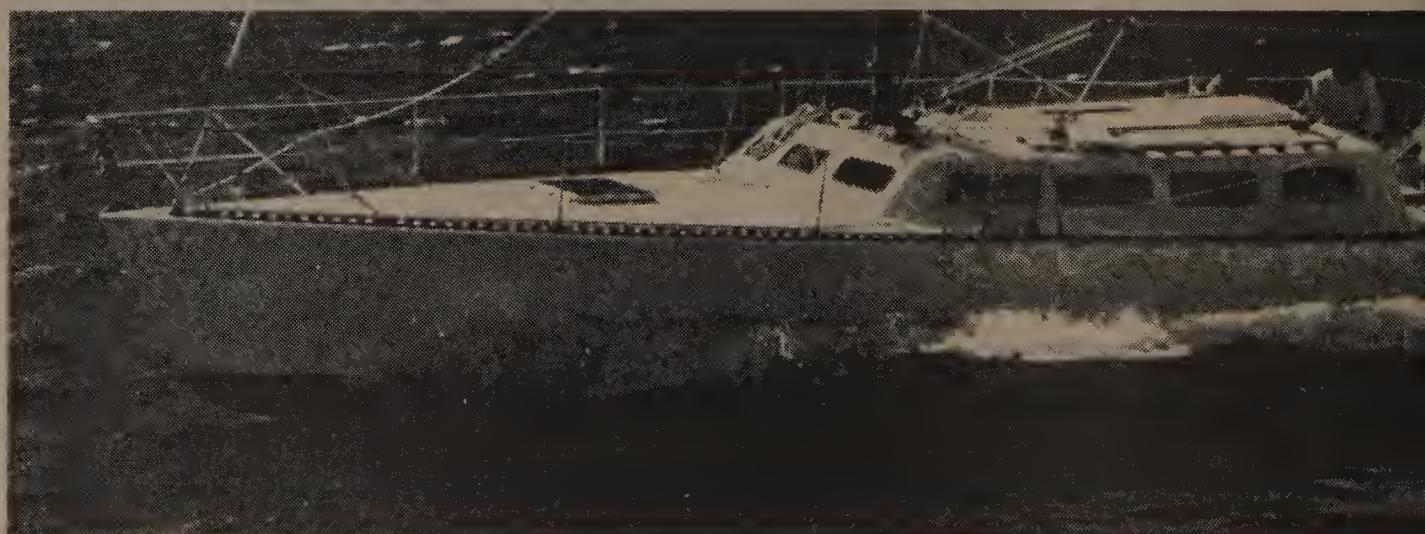


"Khasch Mer" is the first Santa Cruz 50, and looks as though she might be better named 'baby Merlin'. Randy Parker's boat was first to finish in April 29th's Farallones Race, averaging about 10 knots coming back, and pegging it a few times. Hull number two is in the mold.

"We'll all be millionaires", laughs Albert Schultz, the world's largest yacht broker, throwing up his arms a la Richard Nixon. All this takes place during the launching of the Wylie-designed, Don Peters built, 33-foot cold molded Constellation. Partners with Albert in the Constellations project are Jaime Munoz (right) and Jamie Lamka, who is putting the squeeze on the beaming Kathy Sullivan. Kathy lends charm to the occasion and did the cushions.

This beauty is Ulf Werner's 38-foot Peterson-designed Chubasco-built, cold molded (whew!) "Brown Sugar", which generally seems to carry a complement of Pineapple people. Brown Sugar has been having it out lately with Stan Reisch's year-old "Leading Lady", and has been getting the better of the girl. Rumor has it that Reisch called in Dick Deaver for the Farallones race and Ulf responded by calling 'Dougie' Peterson who brought Dennis Conner up for the race. Brown Sugar won by 5 minutes, aided by the fact that Leading Lady couldn't make up her mind whether or not to go inside Mile Rock. That's Division I for you.

Division II is much more stable in the ocean, where Chris Corlett has won every race so far with the new Santana 35, "Front Page News", of which we haven't a picture.



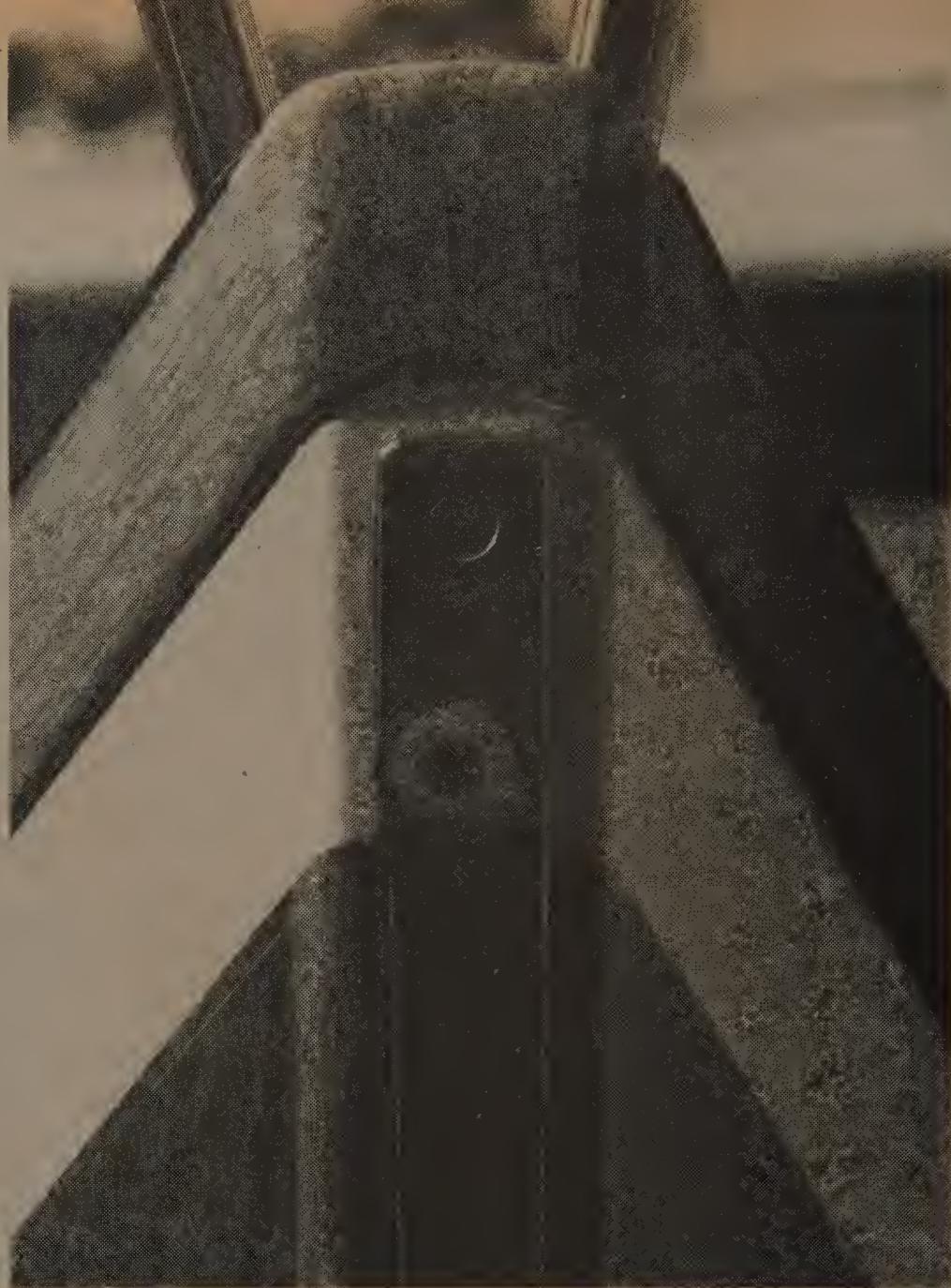


New boat in the area, as well as the biggest racing locally is Thomas Harney III's Andiamo, a 55-foot Swan built in 1971.



# SPRING

You might pay a little more for a custom boat, but then you get those super little extras. Here for example, is the bow of the Constellation. Notice the little bullseye on the stem fitting, giving the lady who swings the bottle a definite target? It's a Dave Hulse custom feature.



On April 21 C&B Marine celebrated the opening of their new 12,000 sq. foot facility in Santa Cruz. It's the first cold molded production yacht facility in the U.S., and nine of Alameda's Chuck Burns-designed C&B 38's are expected out next year.

C&B incidentally stands for "Chris and Bob", Chris being Bob Thompson's son, who eventually went skiing. Actually the correct spelling is Thomsen, not Thompson — we just made the mistake to emphasize the point. Mike Dobrin reports that Bob has struggled all his life to avoid being called Thompson . . . it's Thomsen, son of a Danish cabinetmaker, and if you don't get it right, you get his Danish dander up!

# SWING

Biggest brand new boat on the bay is "Wings", Roger Hall's Peterson designed Serendipity 43. Here Roger (on the boat) is passing either a chaw of tobacco, a hockey puck or a measuring tape, to IOR measurer Ray Booth.

Wings has missed a couple of Danforth Series races, but is gearing up for the TransPac and next year's SORC.



Here's a super looking little boat, Norton Smith's new Wylie-designed, 21-foot "American Express". Norton won the TransPac last year, and had this boat designed for the mini-transatlantic race later this year. There is more on this boat on page 89, and we'll have more on the three local entries in that race in our next issue.

# SAUSALITO

"Let's go to Sausalito for the weekend."

"Terrific idea! But where can we park the boat?"

That's a good question. Sausalito's waterfront is indeed totally tied up in private ownership, so I did some diligent snooping and discreet inquiry, hoping to find places you could arrange to tie up for the weekend. The situation is grim. Boat owners sit on waiting lists for years waiting for a Sausalito berth. But you needn't give up completely.

By far the simplest solution is available to those with reciprocal yacht club membership. The Sausalito Yacht Club is adjacent to the Golden Gate Ferry Landing, right in the heart of downtown Sausalito, and is easily distinguishable by its scalloped roof. There are six moorings to which you may tie for up to 72 hours and ample docking if you plan a short stay, limited to 2 hours. In either case, be

If you want, tie your dinghy to the rings.

prepared for occasional heavy surge. They have an attractive dining room and friendly bar offering a strategic view of the Richardson Bay yachting activities. The dining room is open for Friday dinner, and Saturday and Sunday lunch and dinner. If you plan to return from town after midnight, be sure to jot down the gate combination. Unfortunately the restrooms and showers are not accessible when the club is closed. For more information call (415) 332-7400.

The Sausalito Cruising Club is located further up the channel opposite the big square "obstruction" on the charts (the remains of the old floating drydocks). The entrance is tricky so you might call for directions, 332-9349. The Cruising Club is situated on a converted barge and is known for its friendly, casual atmosphere. Dinner is served on weekends by volunteers and there is a full bar.

Adjacent to the Sausalito Cruising Club you will find a lovely green city park on one side and Wave Traders, a funky new and used boat equipment shop, on the other.

Nearby to the north is the Army Corps of Engineers working scale model of the bay and delta, a fascinating miniature which simulates the changing of the tides every 15 minutes.

A few blocks away is Caledonia Street for shopping, movies, and recommended dining at Soupcon or Shizuya Restaurants. You can walk to the downtown area, or the bus runs up and down the main street, Bridgeway, every half hour until eight and then every hour until midnight. Exact bus information can be acquired by calling 332-6600.

The marinas in Sausalito, while private, are to some degree willing and able to offer short term berthing a good percentage of the time if you inquire ahead. Expect to pay a fee.

Herb Madden owns the Sausalito Yacht Harbor, most convenient to downtown. Its entrance is just past the Spinnaker Restaurant which juts out into the marked channel, before you reach red channel marker "4". Herb was adamant that it is "impossible" to accommodate short term visitors. "If I let one or two



boats in, twenty more want to come in after them," he ranted. When I asked if he knew of any anchorage, he said "go talk to the city, it's their problem." But Herb is known to soften on occasion so if you think you have a convincing story why he should find room for you, here's his phone number. 332-5000.

Pelican Harbor is located northwest of and adjacent to Sausalito Yacht Harbor, but it's too new to appear on most charts. The owner, Ned Martin, caters mostly to wooden cruising boats and the harbor is an experience in nostalgia. Strolling the docks, you can chat with folks who have just returned from or are preparing to leave for, the destination of your dreams. They are living a lifestyle most of us only fantasize.

You can feast your eyes on the likes of Queen Mab, a 90 foot Herreshoff design built in 1906 for Cornelius Vanderbilt.

Lord Jim is a marvelous old 80 foot





There are several boatyards in Sausalito with the latest equipment, this isn't one of them.

schooner with a questionable past. According to Ned, "The last five owners of the boat have had to decide between the wife and the boat . . . and each of them chose the boat! A few years ago they all got together for a sail."

Pelican was the first new project on the water in Sausalito in 18 years. Built in 1976, it took three years to get permits from 25 agencies. "It got to the point where the city couldn't make up its mind whether I should have geraniums or oleanders in the planter boxes, so I finally said, 'to Hell with it' and started to build without a permit. For a city that presumably loves boats, they certainly put up a lot of obstacles."

Ned knows the comings and goings of his tenants fairly well and can often accommodate overnighters if contacted in advance at 332-0723. There are heads and showers at Pelican requiring a key, and nearby is a popular waterfront restaurant,

#### Flynn's Landing.

Nearing the end of the Richardson Bay channel is the area's largest marina complex, Clipper Yacht Harbor. Here, Harbor Master Dick Loomis says he can accommodate weekends "about 50% of the time". Though less convenient to downtown Sausalito, Clipper is a very complete waterfront facility with a gas dock and a huge selection of boat oriented businesses, as well as a nearby supermarket/deli, bank and accessible restaurants. Caruso's fish market, near the gas dock, sells freshly caught fish daily, so you might choose to fire up your stanchion mounted barbecue and cook aboard.

The famous (or infamous) Waldo Point houseboat community is just north of Clipper Yacht Harbor and is a curiosity. Approaching it from Bridgeway offers the best vantage point, but I recommend that you respect their privacy.

Downtown Sausalito is a ten minute bus ride away, but you can walk to Dario's, purveyors of unusual pizza and Italian specialties; Moti Mahal, a cozy, unique little place serving East Indian dishes; La Colombe Bleue for French cuisine; or the Sausalito Food Company,

In Sausalito even the dogs have houseboats.



# SAUSALITO STORY

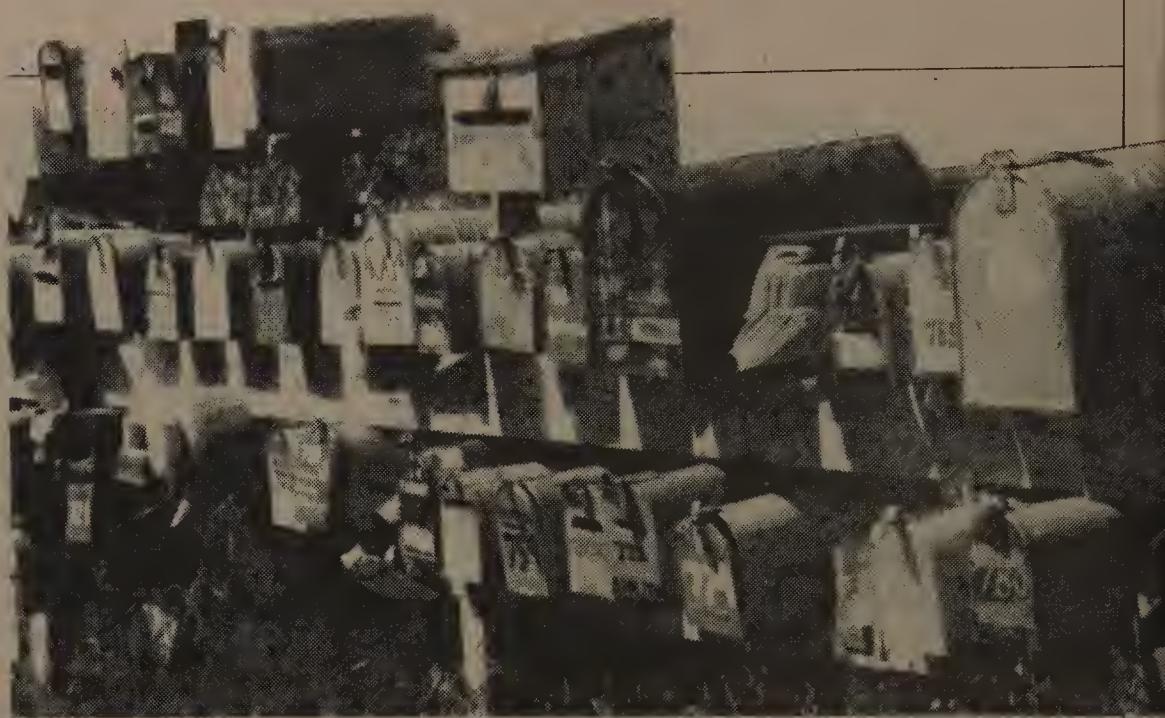
a popular restaurant and bar right at the harbor which is also open for breakfast.

If you don't want to fork over the bucks for berthing in Sausalito, there is the dubious option of anchoring. Before you do, be advised that the howling westerly is expected almost daily in the spring and summer, and the currents in Richardson Bay are tricky. Not only that but the entire area outside the channel is shoaly, so the channel itself is heavily travelled, making anchoring in the channel risky. There is an area marked "Special Anchorage" on the chart, between Belvedere and Sausalito, but the depths average 2-3 feet, so I assume it's a special anchorage for canoes.

I read an article in one of the slick sailing magazines that said there are "controlled anchorages" off Sausalito, but I tried in vain to find someone who knew anything about them. The Harbor Masters said ask the city and the Chamber of Commerce said ask the Harbor Masters. The Corps of Engineers was answered repeatedly by a machine, and the Coast Guard cautioned me that anchoring in the channel is a no-no, but couldn't offer any other alternative.

So by sheer observation, it appears that most people bent on anchoring throw caution to the wind and anchor in either of three places: 1-off Clipper Basin One and the Schoonmaker Beach area near Hank Easom's; 2-off Clipper Basin Two in the channel (frowned upon adamantly and understandably by the harbor master because of heavy traffic through the area to the gas dock and launching ramp, and because of dinghys left unattended on his property; or 3-off the Sausalito city front near the Ondine/Trident building. Here the puzzle is where can you safely leave your dinghy? There are some huge metal rings imbedded in concrete in the Princess Park area, but I suspect that by the time you returned from lunch, your dinghy might also be imbedded in concrete, or worse.

The fact that there is such limited water access to a city that has a sailboat on its seal is deplorable. However, those of us who are permanently berthed in



'Art' photo.

Sausalito could help improve the situation for our fellow sailors by informing the harbor master on occasions when your berths are available to visitors. While you are enjoying the Delta, someone from the Delta could be enjoying Sausalito!

Once you have parked your boat in Sausalito, what next?

Go fly a kite! The consistent winds make it easy and there's a neat kite shop downtown.

Take a long walk on a short pier, or vice versa.

Spend a fortune in the shops and galleries.

Gain weight. Dining out in Sausalito is fun. You can huddle with the other tourists around the menus posted outside almost every restaurant and select according to appetite, price or ambience.

Narrowing down the list of places to recommend is not easy, but after discussing it with locals and sampling several myself, I'd suggest in addition to those already mentioned:

For a "dining experience":

-The Trident . . . really good food and atmosphere, friendly braless waitresses, reasonable prices.

-Scomas . . . currently being remodeled but promising to open again this summer - always good seafood, lovely decor,

moderate prices.

-Valhalla . . . Former Madame and now Mayor Sally Stanford's famous establishment, fancy whorehouse decor, expensive, but dress code "only for the employees".

-Le Vivier . . . expensive French country inn, romantic special occasion place, reached by endless stairway to port of Village Fair shops.

For good food, not fancy:

-Seven Seas

-Agatha's

-Juan's (south end of town) Mexican food

-Zack's, popular with young singles crowd

Other notable spots:

-Cafe Trieste . . . coffee house, continental breakfast

-Sausalito Sweet Shop . . . for hearty breakfast

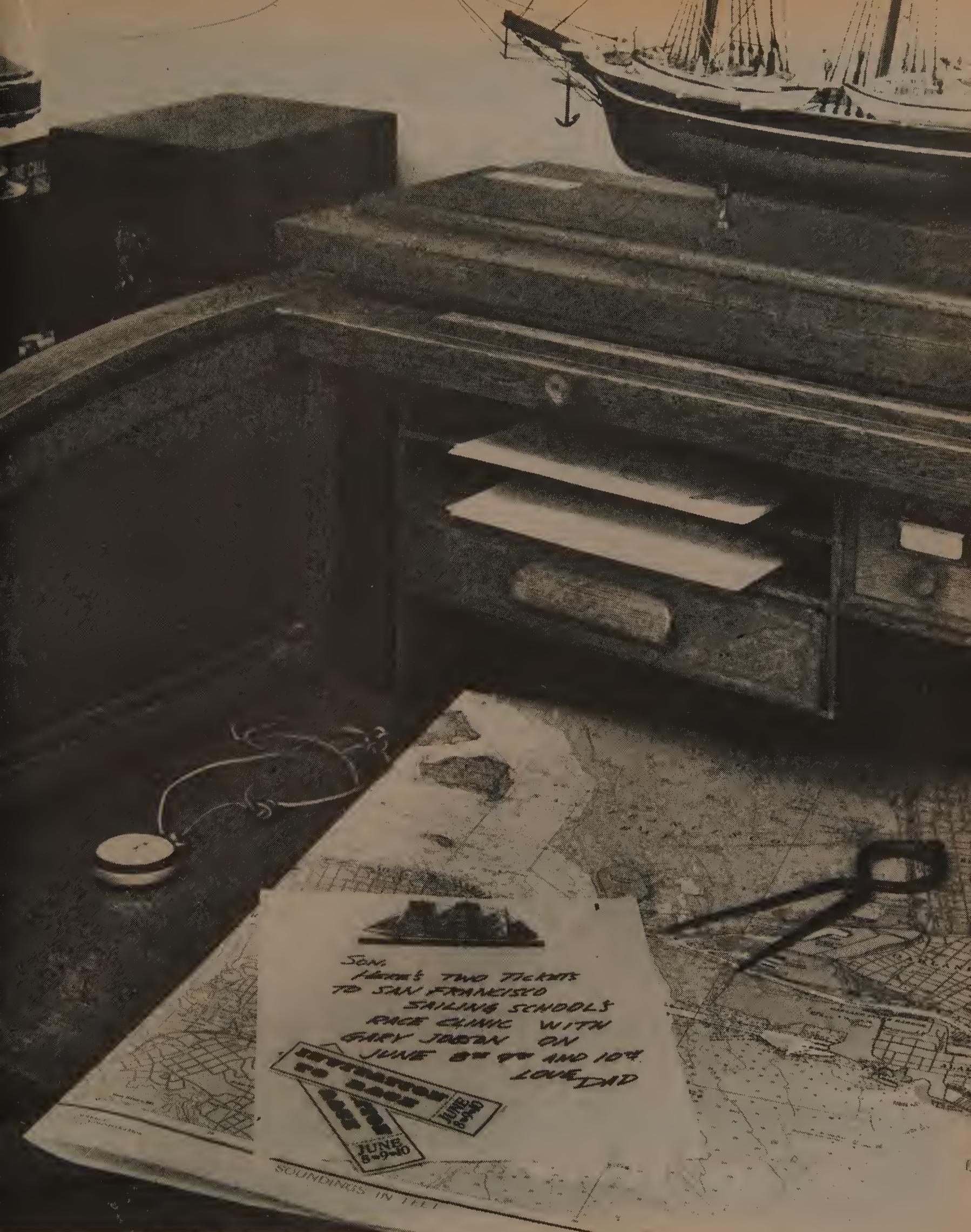
-Patterson's Bar . . . the new "in" spot

-No Name Bar . . . the old "in" spot

-Sarky's Disco and Zack's are the centers of weekend action for the young 20ish crowd.

The face of Sausalito is ever changing, but you can depend pretty much on sunny days, windy afternoons, cool foggy nights, and a constant parade of fascinating boats and people. See you soon in Sausalito!

-sue rowley



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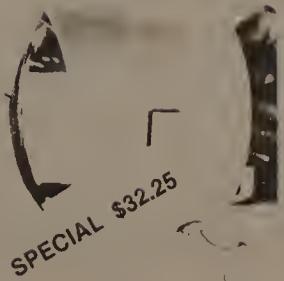
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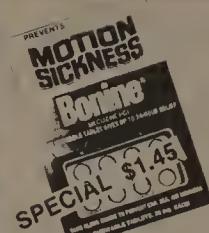
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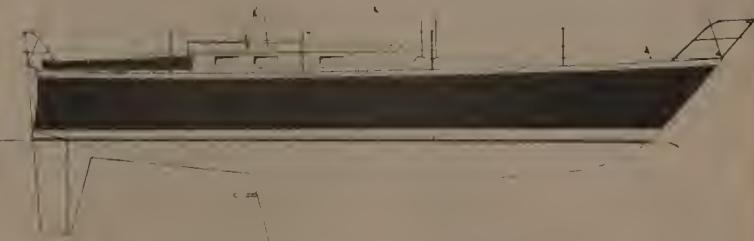
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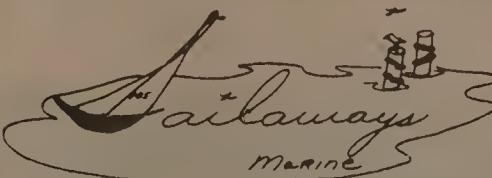
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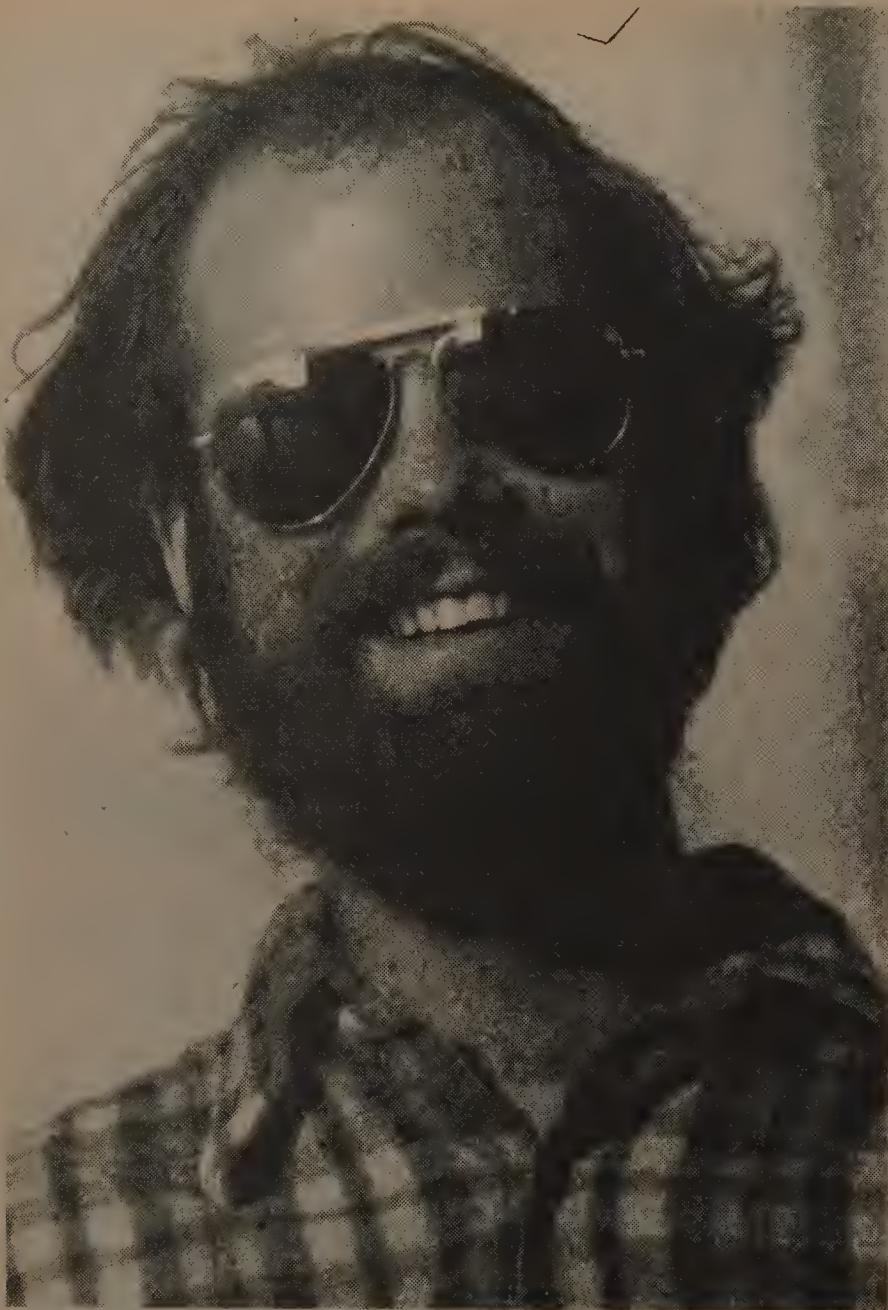
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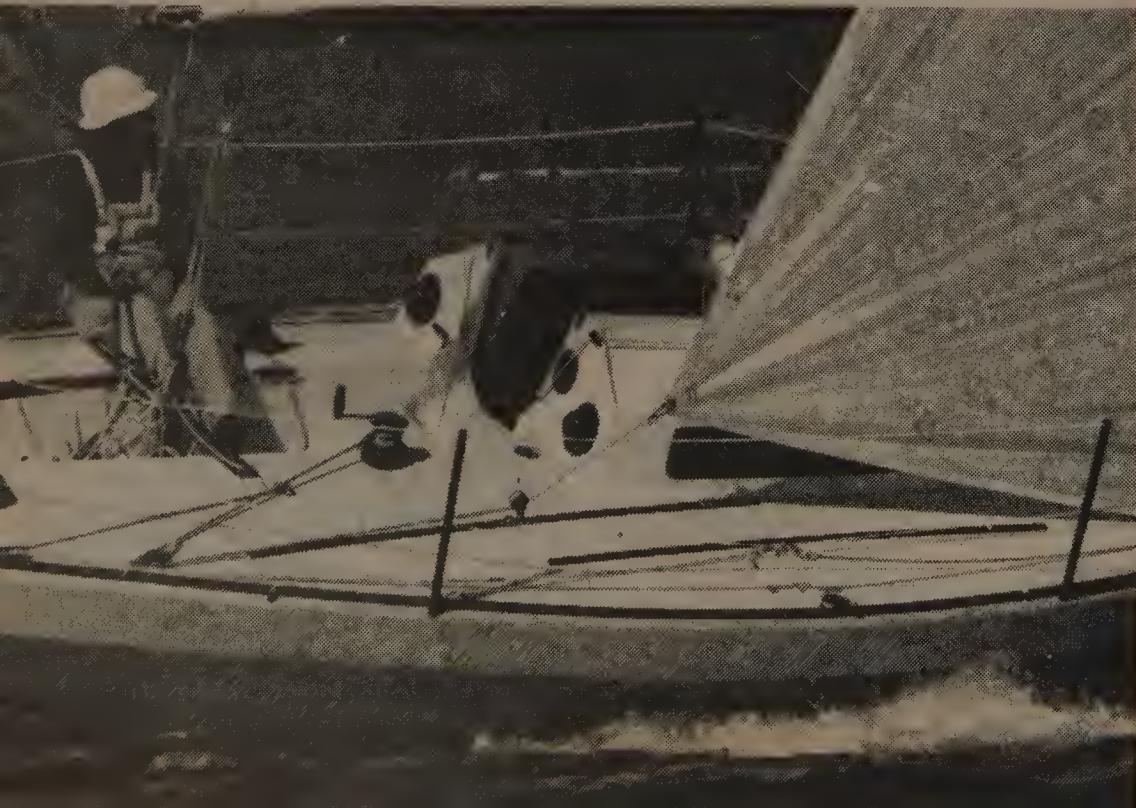
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# SINGLEHANDED



Dee Smith did a good job getting out the Gate and worked hard to carry the chute on his Hawkfarm most of the way. He was third boat to finish, but corrected out the overall winner. Dee works for North Coast Yachts, which makes the Hawkfarms.

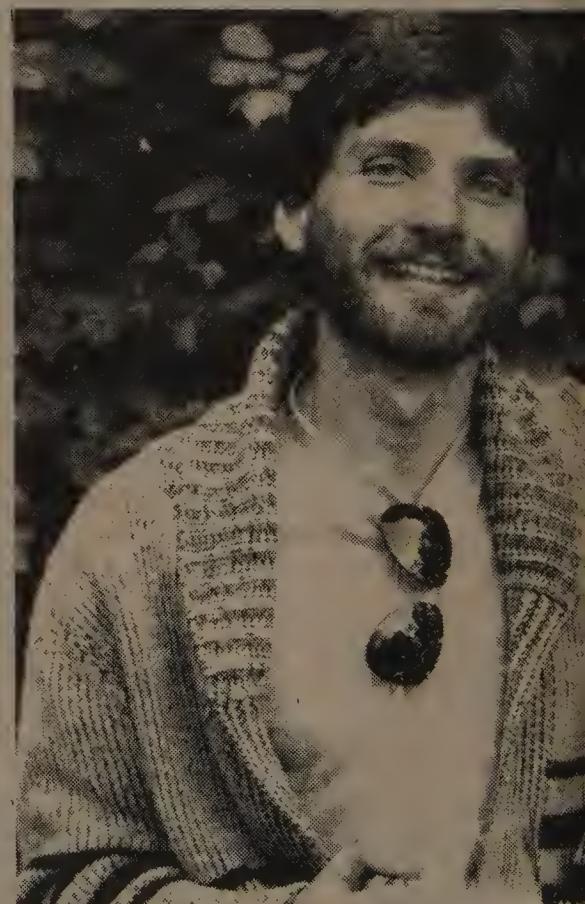


In some ways the Singlehanded Farallones Race, now three years old, is becoming predictable. Each year about 50 to 60 entries hit the starting line; how many finish is a good indicator of the weather.

It huffed and puffed the first year and about 45 entries dropped out. Last year it was light and gentle, and only two or three boats dropped out. This year it was moderate, and about half the fleet dropped out.

It's also become quite predictable that John Robinson and Norton Smith will start and finish the race. John will do it each year in his Hawkfarm "Courageous", while Norton will have a different, smaller boat each year. First he started with the Ericson 41 "Eos", then it was the Santa Cruz 27 "Solitaire", and this year it was his new Wylie custom 21-footer, "American Express".

Like last year, the winds at the start were light and fluked out by Bonita. Last



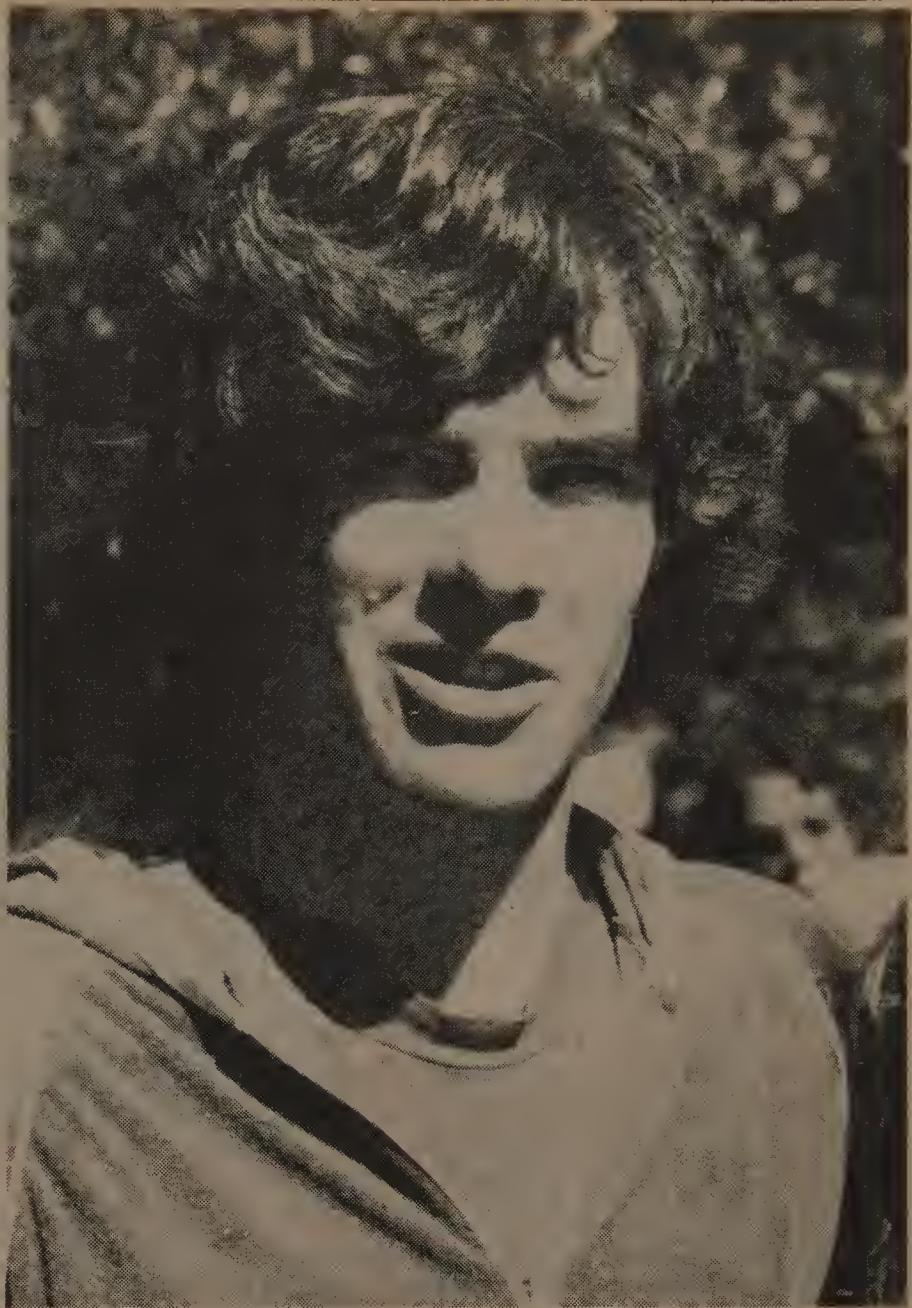
Paul Mazza and lady. Last year Paul was second boat to finish, after Lois Lane. This year he took it all, and didn't get a drop in his Hobie Cat conversion until he hit the ebb chop near

# FARALLON

year, however, the flood was not so strong and the boats at least made Bonita before they jammed together. This year the higher rating boats had a difficult time working out the Gate to Bonita, and many of the later starting slower boats couldn't make it at all.

The three best finishers — the Tremelino "Rush", the Hawkfarm "Ja Lar", and an unnamed Tartan Ten — all got good starts and profited handsomely from it. While nobody was able to overcome the tide and catch them, they didn't have it easy themselves. Dee Smith in the Hawkfarm picked up the lead by anchoring by Bonita and letting the others drift back in the flood.

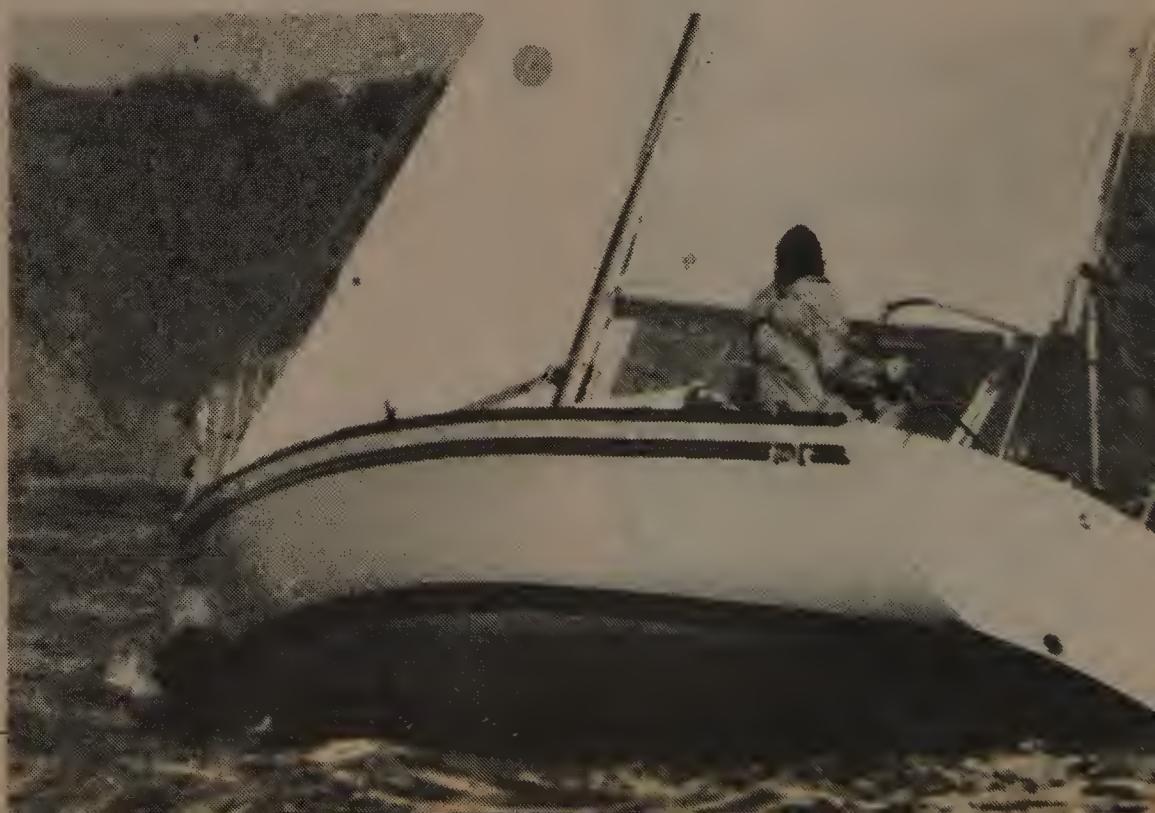
By noon a breeze had picked up and those who managed to work clear of the increasing flood took good advantage of their good fortune. Winds eventually blew to about 20 with some of the trailing boats reporting 25 and 30. Seas weren't bad although a little slop developed in the



Mark Rudiger was a last minute entry, taking the Tartan Ten dealer, Clauss Enterprises', boat in the race. He pointed super high and still kept the boat moving to get out the Gate. Mark was the first monohull to cross the finish line.



the Gate. He had great speed coming back, surfing at 14 steady and bursting up to 19. All of it was made possible by Monique, which towed him to the starting line from Alameda.



# SINGLEHAND

late afternoon and early evening. It was sort of a standard day, if there is such a thing out there.

Paul Mazza in the Tremelino conversion of a Hobie Cat was first around the Island and took off downwind. He crossed the Pier 39 finish line some 45 minutes ahead of the second boat, with Mark Rudiger at the helm. Mark, who had done a super job pointing the Tartan Ten out through the slop in the Gate, whistled in without a chute some 15 minutes ahead of Dee Smith in the Hawkfarm, "Ja Lar". Dee had flown a chute all the way in, pegging the knotmeter a few times before hitting a shift by the south shore and requiring him to douse the chute lest he berth on the Great Highway. He jibed the boat at the Gate, and reset the chute for the last mile or two. His tenacity was rewarded, and he corrected out ahead of the higher rating Tartan Ten.

Don Keenan, who was off meditating or something when the starting gun sounded, made a nice recovery going out the Gate. Without having to resort to a chute he brought his Santa Cruz 27, "Hanalei Express", across the finish line 30 minutes after the Hawkfarm. Jim

"Ross" carried the banner of BAMI, the Bay Area Marine Institute, and sailed a good race in his borrowed Peterson 34, taking 11th.



Gannon finished another 30 minutes back in his Freya 39, Golden Egg. He was, however, edged on corrected time by Jim Cotrell in his C&C Half Tonner, who finished seven minutes later. These boats were all in Division II, the only division that had the majority of its fleet finish, with 16 of 18 eventually coming in, the last at 0230. Even the early finishers in this group were tired, not beat up, but weary.

Only 5 of the 19 Division III boats (PHRF 171 - 216) finished. They were lead by Dick Debnam in his Islander 28, "Chimera", who edged John Sanders in his Cal 29, "Red Boat" — both on elapsed and corrected time.

But both of these Division III boats were overshadowed by the performance of Division IV boat, "Sanderling". Despite starting 15 minutes after the first boats and having to contend with worse tide and wind, Bob Counts sailed his Golden Gate to a 6th place overall finish, and was the only non-Division II boat to

Don Keenan got a terrible start in his Santa Cruz 27, "Hanalei Express", but still managed to take third, and was the fourth boat to cross the line.



# FARALLON



Bob Counts sailed a great race in his classic bay boat, the Golden Gate "Sanderling", beating many boats two divisions ahead of him.



We don't know why either Amy Boyer or Linda Weber-Rettie are laughing, they both had been out sailing for over 24 hours, got DNF's, and

still hadn't got to sleep. They both deserve a lot of credit for sticking to it, although rumor has it that Linda was helped by a dead battery.

place in the top ten. He beat all the Division III boats on both corrected and elapsed times to show what a good little boat can do in capable hands.

Hardluck stories went to both of the female entries, Amy Boyer in her Wilderness 21 "Little Rascal" and Linda Weber-Rettie in the Yamaha 25 "Rettie or Knot". Both covered the entire course, spending just over 24 hours doing it, and since 24 hours was the deadline for finishing, both scored DNFs.

The worst luck however befell Richard Synder whose Ranger 23 "Blue Mist" went to the bottom several miles off Bonita. While changing a headsail the bow of his boat was struck by the hard-charging trimaran "Papillion". The result was a foot by foot sized hole on the forward quarter. Despite the arrival of Coast Guard personnel and pumps the boat went to the bottom about 20 minutes after being hit. Synder, who lost valuable personal gear, was insured for a pre-inflation value of the boat stands to lose a bundle. Apparently the other boat was not insured, so Synder is stuck with a mess . . . and it may be time to require boats that race to carry liability insurance.

Pier 39 graciously provided a place to

finish and guest berths which are absolutely wild to try and enter during certain tides. The traditional after race picnic was held the next day at Fort Mason, where the accompanying photos were taken.

— latitude 38

Big winners in the TransPac, Jim Gannon (left) and Norton Smith, both raced. Norton's boat had only been in the water one day, and he had problems, including the main flying off, but still finished 9th. Gannon finished 5th.



# SINGLEHANDED FARALLONE RESULTS

FLEET	ELAPSED TIME	DIV.	BOAT NAME	BOAT MODEL	SKIPPER
Divison I — Multihulls					
	11:00:07	1	RUSH	TREMOLINO	PAUL MAZZA
Division II — PHRF 170 and Under					
1	11:56:40	1	JA-LAR	HAWKFARM	DEE SMITH
2	11:40:02	2	TARTAN TEN	TARTAN TEN	MARK RUDIGER
3	12:08:04	3	HANALEI EXPRESS	SANTA CRUZ 27	DON KEENAN
4	12:45:15	4	TEMERITY	C&C 1/2T	JIM COTRELL
5	12:37:00	5	GOLDEN EGG	FREYA 39	JIM GANNON
7	13:12:57	6	COURAGEOUS	HAWKFARM	JOHN ROBINSON
8	13:15:30	7	PATRIOT	MORGAN 30	JAMES SLAUSON
9	13:03:00	8	AMERICAN EXPRESS	WYLIE CUSTOM	NORTON SMITH
10	12:54:06	9	TARGA	TARGA	BOB PINKUS
11	12:53:45	10	NO NAME	PETERSON 34	H. E. ROSS
12	12:54:34	11	PUFF	ISLANDER 41	DEAN WOLFE
13	13:40:41	12	GANGREEN	J-24	GEORGE GOMBASY
17	14:27:17	13	WHISPER	ISLANDER 36	RAY HUTTON
20	16:03:17	14	KUNU	ERICSON 35	MIKE HERZ
21	15:46:37	15	CATCH THE WIND	CAL	SAM CRABTREE
24	18:00:40	16	GIT	BUCHAN	KARL BROsing
Division III — PHRF 171 to 216					
14	14:41:00	1	CHIMERA	ISLANDER 28	DICK DEBNAM
16	14:45:55	2	RED BOAT	CAL 29	JOHN SANDERS
22	17:24:33	3	MOONSTONE	H-27	BOB DIAMOND
23	18:12:02	4	CAREEN	VANGUARD	RICHARD SAMPSON
DNF	24:26:00	—	RETTIE OR KNOT	YAMAHA 25	LINDA WEBER-RETTIE
Division IV — PHRF 217 & Over					
6	14:14:15	1	SANDERLING	GOLDEN GATE	BOB COUNTS
15	15:47:54	2	ODYSSEY	ODYSSEY	MIKE LINGSCH
18	16:56:30	3	PAINTED WIND	COLUMBIA 24	PAUL BOEHMKE
19	16:17:20	4	SYBARIS	CHALLENGER 32	ANDY MARKEN
DNF	24:26:00	—	LITTLE RASCAL	WILDERNESS 21	AMY BOYER

## AL MacDIARMID DOES IT HIS WAY

I always thought singlehanded sailors sailed smarter, not harder . . . but then that was before I attempted the Farallones Singlehanded Race. I was an "unofficial" entrant because the boat is a Leisure 17, and thus not eligible . . . just ignore the fact that a sister boat successfully crossed the Atlantic singlehanded. I started amongst the last group so as to cause minimal interference and fought my way out the gate against the flooding current, only to be swept back under as the wind went light. The south tower restriction also helped to maximize my time in the shipping channel, but then I had lots of company as I was in the forefront of a large pack of boats. As I was making that last concentrated effort to stem the current, a racer on the Lightbucket Race so grossly violated my right

of way that I ended up back under the bridge with little hope of making it back out . . . so I secured from the race. So I told you so . . . too small. If that be true, then I guess all the other "quitters" will have some evaluating to do, also.

It took me several hours to calm my anger at the lack of intelligence on the part of the race organizers, but then as an unofficial entrant, I had no right to bitch, right? Well, so put up or shut up!

Wednesday, 0630 . . . I took my start from buoy No. 2 and headed for the Farallones. By 0840, when Saturday's racers had started, I was passing the Light Bucket and well reefed. By noon, when some of Saturday's racers had not yet cleared the bridge; I was short tacking up toward the Farallones. At 1400 I had rounded and was headed back . . . look

Ma, the sun's still out! I shook out the reef, without heaving to as I had done when I pulled it in, and literally flew toward the Gate. Two hours and 45 minutes from the Island to the Light Bucket . . . not too bad for a "heavy" 14' LWL twin keeler! Precisely 12 hours after the start, I eased under the Gate with the last of the flood, changed to a genoa and pushed on down to Pier 39 to take my own time . . . 12 hours, 58 minutes . . . done the smart way, not the hard way.

Al MacDiarmid  
"La Mer", L-17 No. 584

Al — Our hats off to you! Far as we're concerned, you don't have to finish first to be a winner, it's all in your head.

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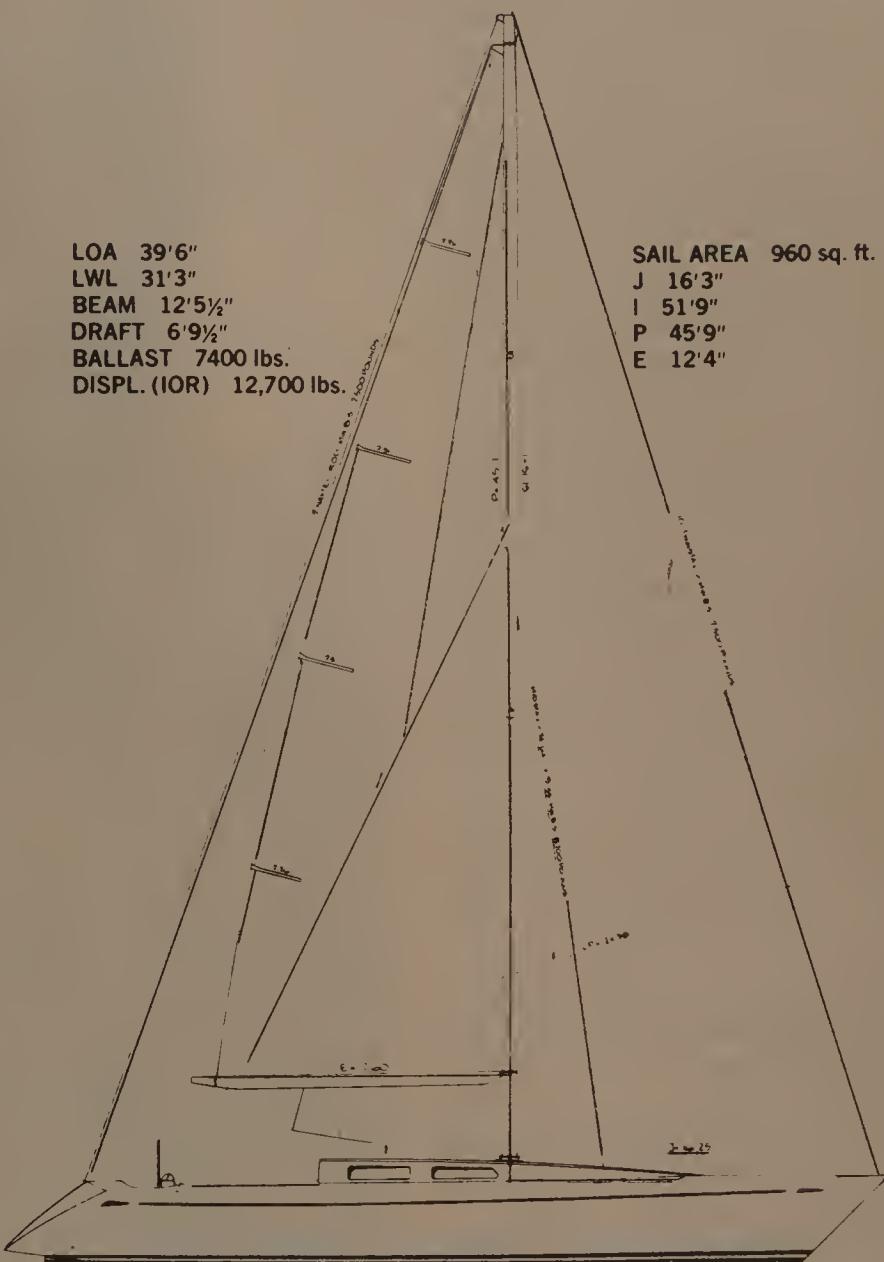
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# GREAT MIS-

A little over 100 years ago Mark Twain did what a lot of folks are doing these days: he got on a boat and left San Francisco for Hawaii. Here is the way he put it:

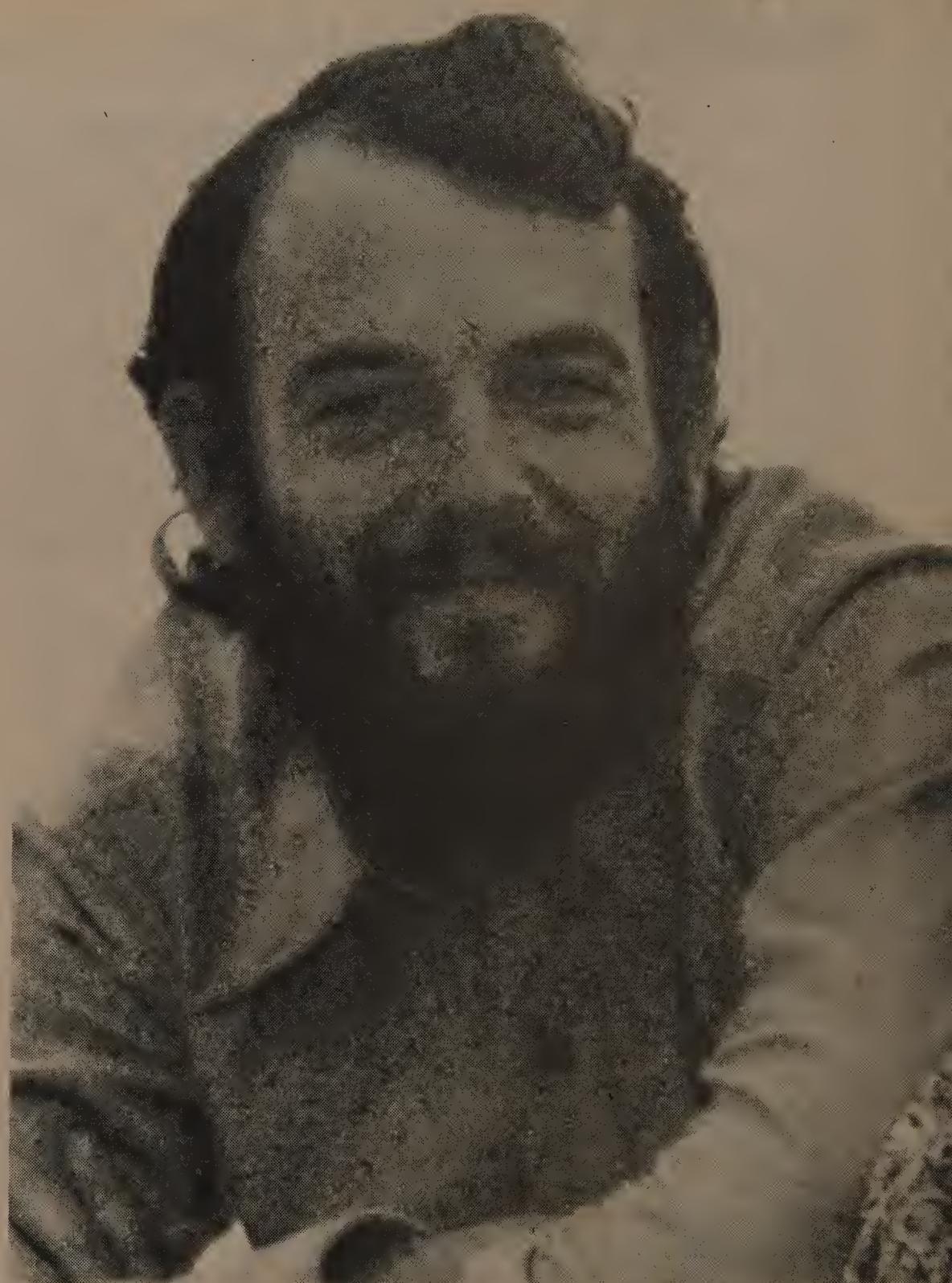
"I went to Maui to stay a week and remained five. I had a jolly time. I would not have fooled away any of it writing letters under any consideration whatever. I never spent so pleasant a month before, or bade any place goodbye so regretfully. I doubt if there is a mean person there."

Lots of things can change in a century, and Lahaina, Maui, seems to be one of them. More and more folks are sailing there planning to spend a month and leaving after a week, and they are happy to be gone. Many of these yachtmen are certain that there are a number of mean people there.

If the locals on Maui are getting a bit testy, it's more than understandable. In recent years their previously quiet island has been ravaged by condominiums, golf courses, the Colonel, T-shirt factories, mega-buck hotels, trendy discos and Time magazine articles. In comparison to many of the tourists the locals are indigent and can no longer afford much of the excitement of the island, if indeed they wanted to enjoy the prepackaged los angelized version of it.

It's an atmosphere that has bred hostility and frustration among some of the people who live there, and more and more frequently their anger is being vented on yachtmen. It's not necessarily that yachtmen are the number one target but their 'wealth', such as it may be, is far more conspicuous and vulnerable than the people who lock their jewels in the drawer of a \$500/day penthouse at the Kaanapali Hilton. A thousand dollars worth of inflatable dinghy and outboard tied at the dinghy dock and left unattended is about as easy and attractive a rip-off item as a vandal or thief is likely to encounter. More than a few local sailors have found this out first hand, and were a bit surprised.

One boat that almost suffered a ripped off dinghy in Lahaina was 'Espial', a Freya 39 that Bob and Allison Wohleb and Allison's 18-year-old sister Lauren



were sailing in the Islands, and eventually to the Marquesas, Tahiti, and Samoa. Allison briefed us on their unpleasant reception, as well as some other great misconceptions about the south Pacific.

The incident involving the dinghy took place at Lahaina about two in the morning last August. Bob, Allison and Lauren had finished a late dinner and were walking back to the dinghy dock with some friends when they noticed that a 'drug casualty' and a big Hawaiian had

tied their dinghy to the back of a speedboat they were in the process of breaking the lock on. When they asked for an explanation the crew of Espial was told that there "are too many dinghys here", and that the two had decided to borrow the speedboat to take them out in the roadstead and tie them to a buoy.

Allison plopped herself in Espial's dinghy and began to explain that it was indeed the dinghy dock and if they had an objection they were voicing it the

# EXPECTATIONS



Bob and Allison — the sailing Wohlebs

wrong way, since the owners of the dinghys would have no way to get to their boats — the distances and currents making swimming improbable. After a few sentences Allison and her chief adversary, the diminutive drug casualty commenced to holler and get agitated. At this point Bob was trying to calm things down because he knew it was he the big Hawaiian was going to whomp on. The big Hawaiian stepped forward menacingly, Lauren armed herself with an

oar and was taking warmup swings — in general it looked like it was going to turn into a full gale when singlehander, Mike Pyzel, happened by. Mike separated the factions and was able to point out how narrow the docks were and that if they didn't calm down everybody was going to end up in the water. The voice of reason and the fear of getting wet seemed to win out, and the groups went their separate ways.

• While the crew from Espial had gone

to call the police, the entire scenario was being replayed at the dinghy docks with another boat owner. When the police arrived, everyone returned to the dinghy dock where the situation was never to be resolved. To the chagrin of Allison, one of the officers feigned not being able to speak English, and neither would say much except things to the effect of "work it out yourself". Finally the 'drug casualty' was made to take the 'borrowed' speedboat out to the buoy and fetch the dinghys that had been taken out there. Everyone left miffed.

While incidents like this don't happen to everyone, it is far from being rare when dinghys and outboards are stolen, as well as other incidents of theft and vandalism. The moral of the episode to Allison was that Lahaina was not the peaceful south seas she had been led to believe, but rather a "hectic, high-pressure tourist area with severe race problems. Most Hawaiians don't want you there", she concludes, "and they make it plain whenever they can."

The Marquesas are not quite like Hawaii, at least yet, according to Allison. "It hasn't gotten to the point where they hate all yachties, although they are getting mistrustful."

One big problem seems to be that many yachties expect their arrival and stay to be a reenactment of the movie "Mutiny on the Bounty", and indeed, wouldn't it be nice if life imitated art. Imagine how wonderful it would be if hundreds of naked young girls rushed out to greet your boat, if the natives danced for you and stuffed your face, and if the chief made you do the 'funky chicken' in the bushes with his daughter on the threat of not allowing you to fill your boat with breadfruit for the sail back to Emeryville. Yes, that's what some yachties imagine.

What's false about this 'Bounty' concept? Number one is the notion that you can live off the land, because there simply is not an excess of food. Allison says, "Some yachties come to the Marquesas thinking they can buy fruits and vegetables just like at Safeway, and

# GREAT MIS-



An anchorage in the Marquesas.

when they find they frequently can't, some just steal it out of peoples gardens." Meat is another item that is very scarce, and "It's a slap in the face to the natives to ask for meat, because they want to give you everything they can, they are that friendly, but there just isn't enough for everybody." One reason meat is so valued is because edible fish aren't as common as is widely believed. Ciguatera, or fish poisoning is a very serious problem. Ciguatera is not a bacteria, it's a toxin so you can't cook it out, and while it doesn't affect the fish, it certainly affects humans. Like strychnine or lead poisoning it's accumulative in your body. Bob and Allison had met a very, very rugged French woman who had single-handed from Europe who got it and the first day she was so sick she couldn't move, the second day she struggled for hours getting to the hospital, having finally to crawl on her hands and knees the last several hundred yards. Even after you recover, you are weak for long periods of time.

If the poisoning weren't bad enough, it's often times difficult to tell which fish have it, and where, since it always seems

to be changing. The fact that fish can't always be relied upon puts extra importance on the little meat there is available.

Yet some clever yachtsmen have found a way around the meat problem with bullets. One way is simply to hunt wild game, even if it's illegal at the time. Another way, which is even easier is to trade some 22 shells to the Marquesans, a practice that is widely recommended in cruising articles and one which Allison feels is limited to the vermin of the earth.

The Marquesans, it seems, have a terrible weakness for shooting animals, a weakness such that they would "trade 26 young polynesian girls for a supply of 22 shells". Given the shells, the natives "will go out and blow away every animal, domestic or wild, that they possibly can before they run out of bullets. They leave carcasses everywhere, and maybe bring one animal back to give to the yachtie who gave them bullets in the first place."

Some Marquesans have a limited view, even of their small world. Some don't understand that there is a limit to how much wildlife they can kill and sell to the "crazy yachtsmen" before they have killed off their food supply. And at times

it is easy for yachties to prey on Marquesans like Husang, who was 28, seemed to "be a quarter inch from how Marquesans were 200 years ago", a time when there was cannibalism and the sacrificial eating of flesh. "Husang was shy, especially around women . . . he'd rather hunt than do anything, and he'd do things like eat raw goat's liver and get blood all over himself . . . sort of like my in-law Jim Gannon . . . he was a nice guy, he just had his own set of codes he lived by". One time when Husang went hunting with the dogs, who were like hyenas and only got fed when they hunted, they chased a wild cat up a tree. Husang shook the tree so the cat would fall out, enabling the dogs to rip it apart — an event Husang thought was funny. Husang naturally had no concept of a possible shortage of food indiscriminate killing might cause and there were those like him who could be easily swayed to provide meat for yachties even though it was to his eventual detriment."

Food, Allison maintains, is something yachties have to bring to the Marquesas themselves. No one should rely on being able to get any.

There are many misconceptions about the Marquesan women. Contrary to numerous wet dreams they are very modest, and "one of the most objectionable things yachties do is take off their clothes". When Marquesan women swim they are wrapped up, and would be shocked wearing what would pass as a conservative swimming suit in the States. Consequently when a Baltic Trader from Sausalito pulled into one village and disgorged its complement of naked crew, not only were the Marquesans thoroughly grossed out, but so were many of the yachties. "The Marquesans are quiet, modest and religious, and don't need the Gate 5 kind of mentality, aspirations, or lifestyle forced upon them."

Yachties who expect hordes of polynesian girls to run down to their boat and rip off their clothes are mostly disappointed, since this is more likely to happen in some place like New Jersey. The false assumption that Marquesan girls are 'loose' might have come from the fact

# EXPECTATIONS

that many of them marry at 14 or so, something Allison maintains is done because the family unit is so important to them. "Men get married at 18, the women at 14; kids are babied and coddled by everyone until they are eight, at which age they are expected to start working and taking care of themselves". Violence is something rare in the Marquesas, except against edible animals, although when Bob and Allison were there one Marquesan was murdered by his wife for 'fooling around'.

Another unpleasant habit of some yachties is to treat the Marquesans as if they were either children, stupid or retarded. It was not uncommon to see yachties come up with big grins and wild arm gestures and slowly say things like, "Hello, my name is Jim, this is Alice, where we come from there are biiig mountains". They certainly meant well, but out of exasperation some Marquesans would say the only swear word they knew, "gawdamtofuckinghell, you're weird".

There are only two consolations in this report. One is that it's not quite as bad as this one article might seem, and the other is that American yachties are far better liked than the French and the Canadians.

There's one thing that is not overblown about the south Pacific, and that is the intoxicating air of romance. Even Allison, betrothed as she was for her Captain Bob, was not immune to its hypnotic spell. She fell for 'Harry', and to show you just how potent that tropical spell of romance actually is, Harry is a Mako shark. Frankly, Allison seems to have fallen for the whole species: "They're beautiful, such highly developed killing machines, far more graceful to watch swim than the porpoises".

Like most affairs, Harry and Allison's was the product of idleness. Espial had been sitting dead still in the doldrums for two days, and Allison started to get itchy. And so, when she scrapped the breakfast plates off the stern . . . and right into Harry's open hungry mouth, well she was ripe.

It was love at first sight for Allison.



Harry the Shark, snapping up Allison's bacon.

"He had eyes that were stripes, just like a snake . . . he was light grey on top and pure white on the bottom . . . so beautiful". Harry must have felt the same way about Allison, for he spent the next several days slowly swimming circles around the boat. Allison did nothing to curtail the affair, and in fact shamelessly led Harry on.

"I went down and got some of Bob's tinned bacon — Bob loved it, but it really grossed my stomach out — and fed it to Harry strip by strip." This feeding went on for some time and was repeated on several clandestine occasions. "I guess over a period of time I fed him about 3 or 4 pounds of bacon, ho, ha, har, tee, heeeee", Allison recalls hysterically, "Poor Bob nearly croaked when he found out".

Naturally a rivalry developed. "Harry was really great, he had lots of personality, I loved him. But Bob was a real asshole, he'd feed him all the old tin cans and Harry would eat them. Bob thought it was really funny. It wasn't. It was gross".

In spite of Bob's behavior the affair continued intermittently back by

the transom for several days. Harry's love for bacon and Allison remained stronger than the indigestion caused by the tin cans he ate. Harry would continually cruise slow circles around the boat in clear water, and the instant a strip of bacon hit the water he was on it. Then he'd stick his snout out of the water, begging Allison for more bacon.

But then one day Allison discovered that Harry wasn't the shark she thought he was, and the affair blew out like a candle in the trades. It all happened on account of "a whimpy little triggerfish, only about a foot long". Allison remembers with ill-disguised scorn, "He'd take the bacon right out of Harry's mouth, and Harry wouldn't do a thing about it."

You know how women can be, and that was it for Harry. No more rendezvous by the transom, no more bacon, no more Allison . . . not even old tin cans from Bob. It's a big ocean out there, and Allison and Harry never did meet again. But now and then, when she scraps the breakfast plates or peels off a strip of bacon, her mind flies back to those days in the doldrums and . . .

# SAN FRANCISCO CUP

ALL PHOTOS BY JOHN HUTTON

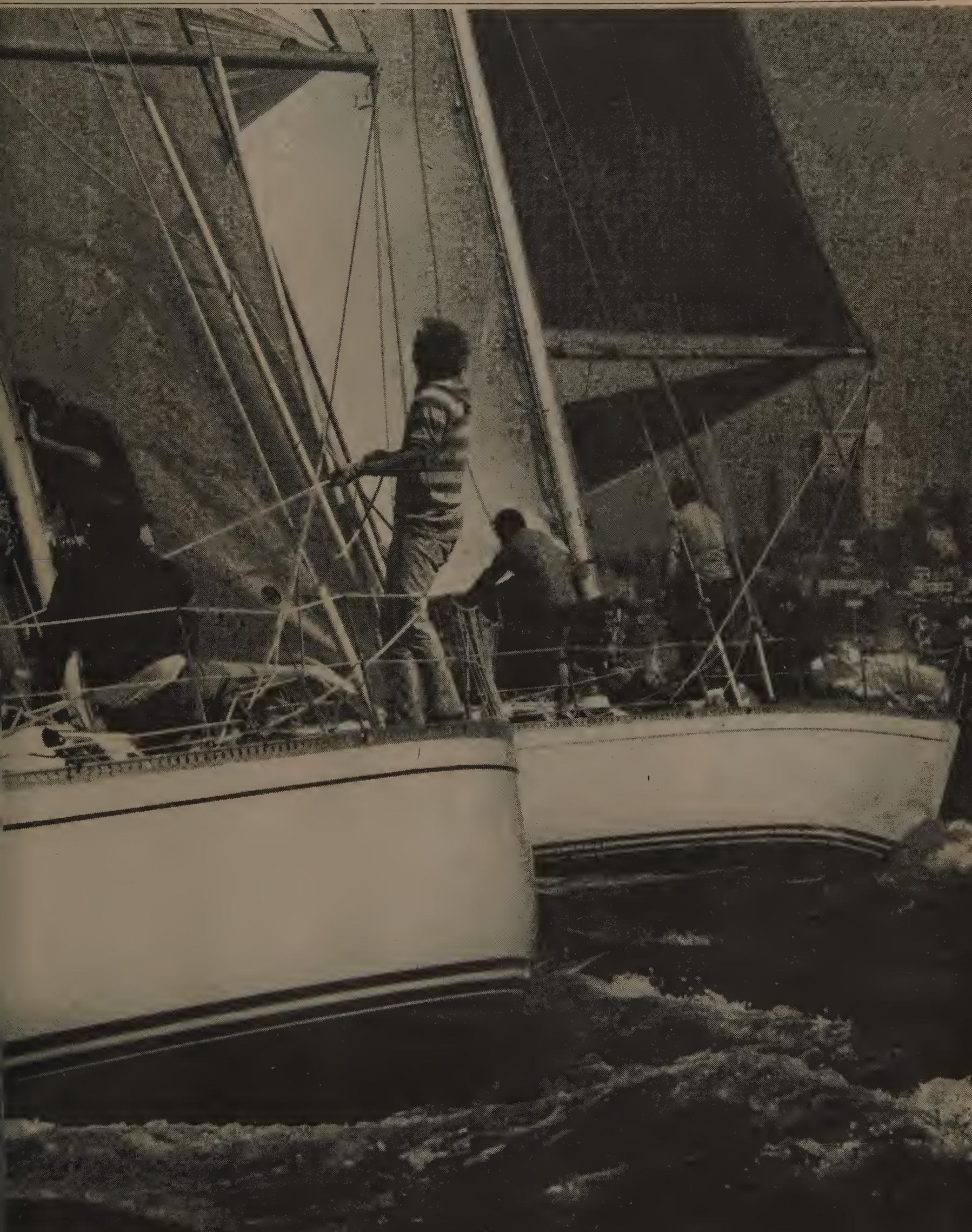
The rivalry between the San Francisco and St. Francis yacht clubs is a natural one. For one thing the San Francisco lays claim to several things that might seem to belong to the St. Francis. The name is an obvious one, belonging to the San Francisco yacht club is like belonging to the St. Francis too, because everyone confuses them — "how was your Big Boat Series this year". And people naturally assume, probably from all the hustle and bustle and wide range of activities, that the St. Francis and not the San Francisco, is the "oldest yacht club on the west coast" — but they would be wrong. If memory serves us correctly, the St. Francis was started by a group of San Francisco YC members who wanted to bring the clubhouse back to San Francisco from — Sausalito!

Nevertheless, for the last 13 years the two clubs have competed for the San Francisco Cup, "to promote good fellowship and friendly competitive spirit between the two yacht clubs". The Cup is sailed in boats with LOA's over 30 feet, and the best three out of five takes the trophy.

Last year the San Francisco YC's "Imp" took the Cup from "Lois Lane" and the St. Francis. This year the race was sailed with Swan 44s; Rene Zaphiropoulos' "Papou" for the St. Francis and John Merrill's "Race Passage" for the San Francisco. The two Swans were nearly identical — something on the order of 5 seconds separated them on handicap — which allowed for the closest and best competition in the history of the Cup. Close as it was, Papou and the St. Francis won in four races, 3 — 1. Both boats carried 12 man crews. The winning boat was driven by Jon Andron, with Chris Boome as tactician. Jake Wosser drove for the San Francisco YC, with Al Mitchell and Don Jesberg as tacticians.

Steve Jeppesen, who sailed on the winning Papou, allowed that their crew thought "we had it won before the racing ever started . . . we were so sure that Andron would kill them at the start that they would never have a chance." It turned out they were right about winning, but were dead wrong about the

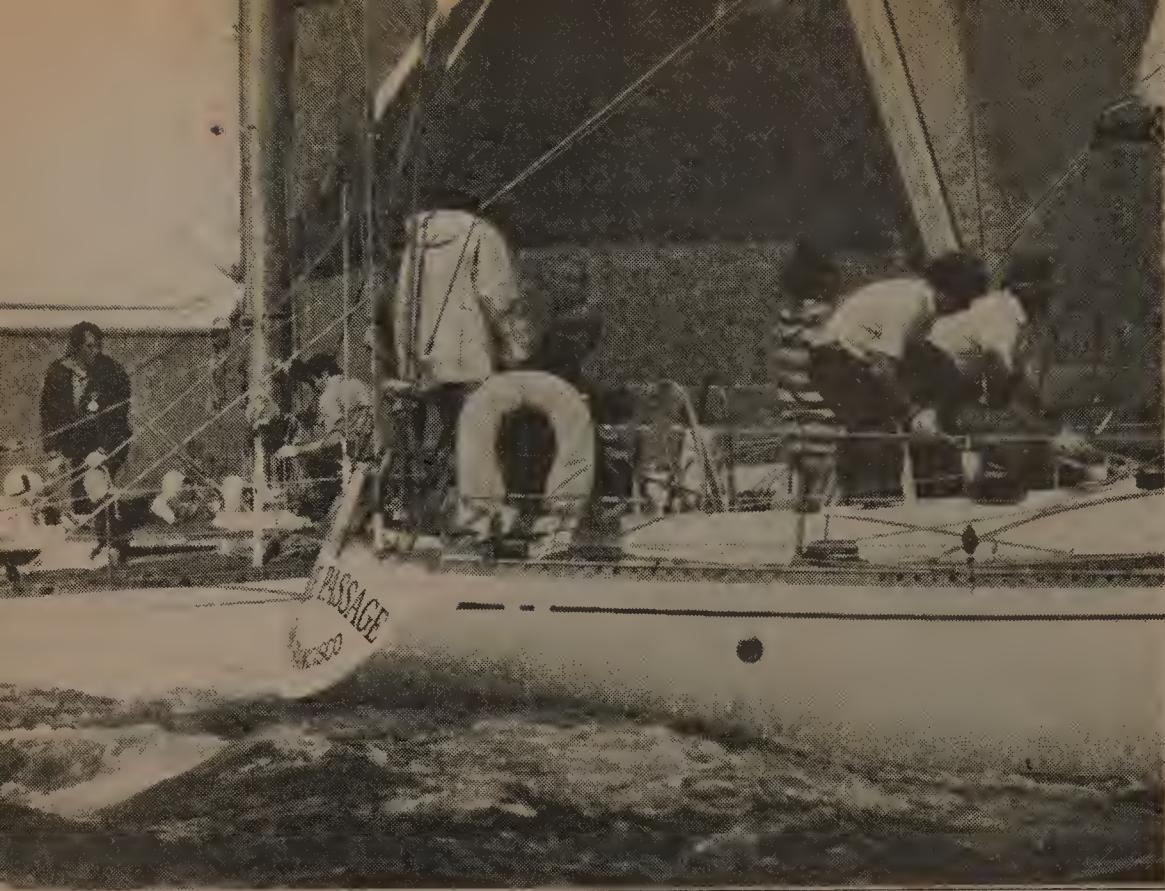




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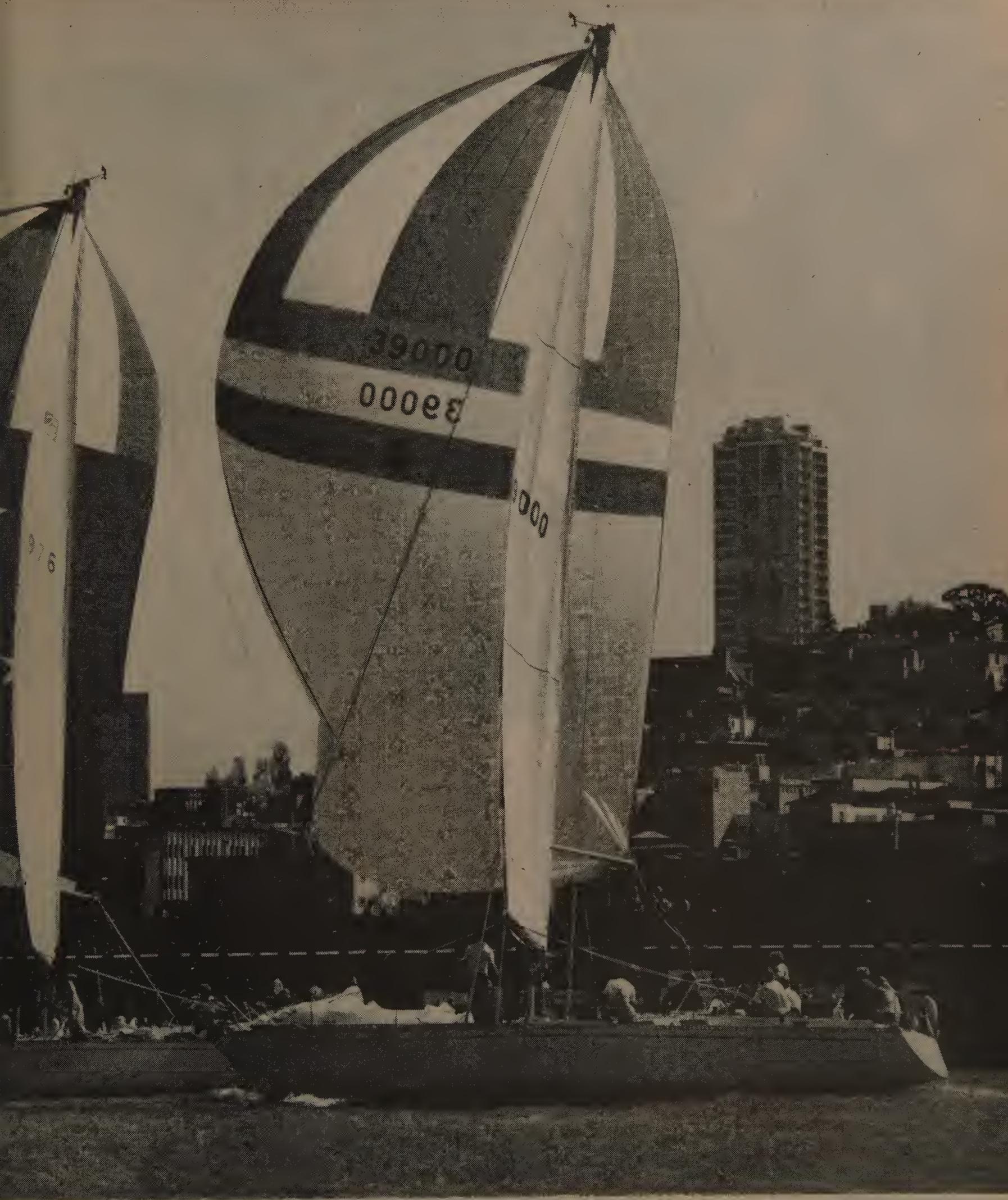
starts. Wosser won two starts and tied the other two; Andron — by Jeppesen's reckoning, didn't win one.

Andron and Boome, it was explained, are more used to higher performance boats like "Williwaw" and "High Roller" rather than the relatively heavy displacement and slower reacting Swans. "We knew what to do better", says Jeppesen, "but Jake knew how to get it done."

Conditions for the two days of racing were perfect, with winds between 15 and 18 knots. And while Papou did not win a start, and was a little slower downwind, she did have a little edge upwind, and that, with some excellent crewing, proved to be a sufficient margin.

St. Francis won the first race by a slim 30 seconds. The second race was very tight right up to the finish, with Papou

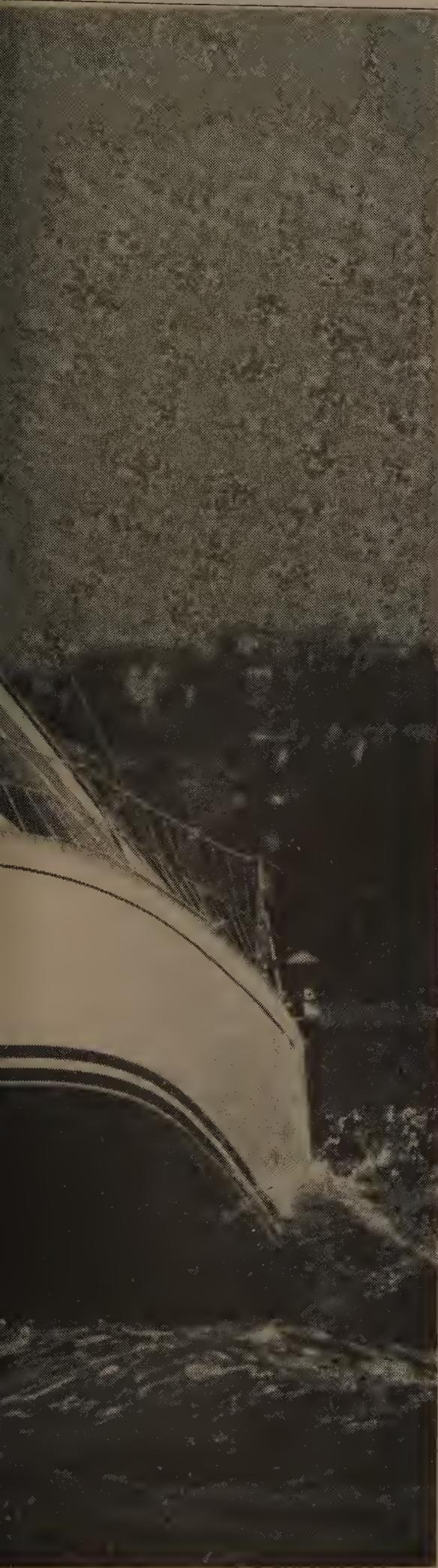




Papou leads Race Passage

# SAN FRANCISCO CUP





Papou still leads Race Passage

slowly creeping up on Race Passage on the last weather leg, but time ran out as Race Passage won by 7 or 8 seconds. The third race was very tight, and the boats worked together neck and neck for a long time before Papou broke though to an eventual 60 second win.

Although the fourth race had the widest margin of victory, it did have some of the best moments of the series. Jeppesen recalls that the two boats were sailing side by side, maybe 20 feet apart, for about 4 or 5 minutes on a weather leg. Everybody is intense and quiet, everybody except Race Passage's tactician Don Jesberg who is constantly feeding encouragement to driver Jake Wosser, who doesn't know how close Papou is. Due to the proximity of the hulls and sails, Don's voice was amplified

to everyone on Papou as he dramatically lied, "Oh we're killing 'em, Jake, we got 'em now!" . . . "We're rolling, we're really rolling, you're pulling away!" . . . "Good Jake, good, oh jesus you're pulling away, good, great!" — all of course in the most dramatic tones. This earned Don the nickname mouth of the west, and his impassioned encouragement to his helmsman lasted right up until Papou slowly pulled in front. Papou continued to pull away and won the race and with it the Cup.

After the race the crews were introduced to each other and had dinner before the dinghy members broke out into their traditional food fight and cleared the dining room. The contest concluded in a draw and will be recontested next year at the St. Francis. —latitude 38

# SURVIVAL STORM

Ignorance is bliss — or so the saying goes. Sometimes it is better not to know how severe a storm at sea can be. In our case we had already experienced three gales previous to a grand finale neither of us will ever forget. I don't think I'll ever be quite that scared at sea again. I now know for sure that a boat can survive a complete knockdown. That was one disbelief that was eliminated on this trip—eliminated the hard way.

My partner, Don Keenan, had sailed his 27 foot full keel Vega to Hawaii in the first Singlehanded Transpac Race in June 1978. Between July and October he made two more crossings delivering the boats, 'Thales' and 'Driftwood' back to the mainland. Now it was time to bring his own boat, 'Lani Kai', back to Santa Cruz before winter. I met Don through my neighbor who told him I was interested in a 'blue water' sail between the coast and Hawaii. Don and I spent four or five hours discussing all aspects of the proposed trip back, and I accepted his invitation to help crew Lani Kai. On October 8 we both flew to Oahu and found Lani Kai at the Ala Wai Harbor. We spent ten long, hot, frustrating days getting the boat fixed up and provisioned for the 'sail'. Don found two defective cracked turnbuckles on the backstay and a lower shroud. Fortunately these were found and fixed before we left as we probably would have lost the mast with the thrashing we took beating out through the Molokai Channel.

We left Oahu on October 19 and during our first 20 days at sea we experienced just about every type of weather condition imaginable. We fought through three 45 knot gales lasting from 1½ – 3 days each. These alternated with periods of absolute dead calm that would last from one to two days. The wind, when it was blowing, was on the nose 95% of the time, and we waited impatiently for those mythical northwesterlies to fill in. We were very satisfied with our distance traveled to date and looked forward to reaching Santa Cruz and having a long awaited cool beer in about three days. We were also bored to death with our diet of canned food. We had completely run out of munchies — how depressing, no more little rewards for a day's work!

On Tuesday, 11/7, we spotted a ship on the horizon and we called them on the VHF radio. To our surprise we received a reply, unlike the six other ships we had tried calling. Don talked for half an hour with the SS Matsonia on her way to Oakland. They gave us a position report that placed us about 250 miles west of Santa Cruz. We asked for a weather report and, as far as they knew, the next three days would have ideal conditions. The three previous gales were enough we figured, and we continued to hope for those evasive northwesterlies for a fast ride home.

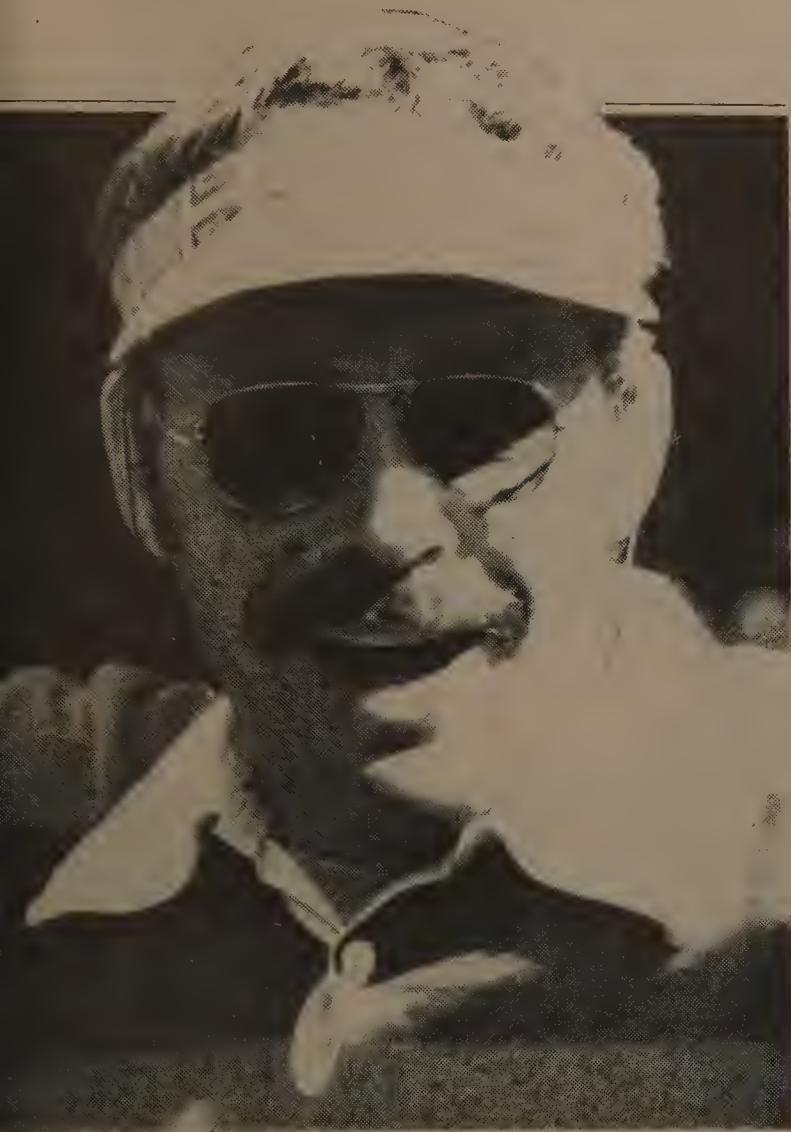
Less than 24 hours after our 'all clear' weather report the



The accompanying piece is my account of the survival storm Don Keenan and I encountered last November while delivering his boat "Lani Kai" back from the Singlehanded TransPac. I have attempted to convey the storm experience from a novice's point of view, what it feels like to be in that situation. During the storm I was reluctant to write about it at all, believing that somehow that might feed the storm more energy. It wasn't till the third day that I stopped to write about what had happened before it was lost and forgotten. I'm grateful I did write it down as I would have forgotten most of the events in just these past few months, with the exception of the feeling of turning turtle, which I can recall with ease by just closing my eyes.

My sailing experience is brief, beginning just a year ago when I was

# SURVIVAL STORM



Eileen Sundet and Don Keenan in calmer weather.

lucky enough to help deliver "Merlin" home from the Manzanillo race. All last summer I sailed as often as I could, learning everything I could. I knew I wanted to go on a long sail and experience the solitude of really being 'out there' away from people and land. Needless to say I got what I wanted and then some! Altogether it took us 28 days to make our landfall in Santa Barbara.

Has it changed my attitude toward sailing? Not a bit! Know of any boats needing crew to New Zealand??!

Don and I now both wish we had attempted to photograph the enormous waves but at the time we felt it wasn't necessary — how could we ever forget, which was true, but it's also hard for other people to imagine how severe the conditions were.

—eileen sundet

wind picked up to gale force, and the waves were building and breaking. The air became very dry and cold, and the sky was completely covered with low clouds. By 0300 Thursday morning we were overpowered with just the 90% jib. We had to drop it and lay-a-hull with bare poles in hopes of getting some sleep in the middle of the insane chaos. The swells averaged 15 feet with lots of chop in between. When we rode over the peaks, breaking swell peaks and long streaks of white foam were all around us. The only relief from the howling wind was at the bottom of the troughs between the waves, but then we were target for the breaking peaks. When the boat crossed over the swell tops we were suddenly exposed broadside to the wind in one big blast that made the entire boat and rigging tremble and shake. The noise was outrageous. The sound of a wave breaking is like waiting for a big firecracker to go off. There's a particular hissing noise that gets much louder in a matter of seconds as the white water approaches. There is only time to find a hand hold on the boat before she gets hit and rolls over 30–60 degrees or more. There was absolutely no relief from the constant anxiety of being slammed again and again. It made us very tense and angry but who could we blame? Don and I would bitch and swear and complain about our situation, but who to? Many times we opened the hatch and let loose of every swear word we had ever heard "... and damn it, just go away wind!", and then slam the hatch shut so we wouldn't get drenched by a revengeful wave.

## From my journal—

"Thursday 11/9 — All day we've been lying a hull, dozing and listening to KNBR for entertainment trying to sit out this gale. It's hard not to feel frustrated knowing we're only 250 miles or so from home. If only the wind would mellow out and give the seas a chance to go down. Just listened to the weather again, and we are in what they called a 'developing gale'—Oh shit! It's so cold and rotten we have the hatch boards all closed up, and we can still hear the wind howling through the rigging. We are both very reluctant to even go out."

"Thursday 1900 hrs.—Around 1630 Don couldn't take sitting like a duck anymore and put up the 60% storm jib, a.k.a. 'the kerchief'. Hooked up 'Harvey' (self-steering vane) and we started to move a good four knots over the giant swells. We were close reaching, and it was actually a much smoother ride than I ever expected. The wind has still been blowing a good 35–45 knots all afternoon and evening with one minute gusts 45–50 knots that just knock you out."

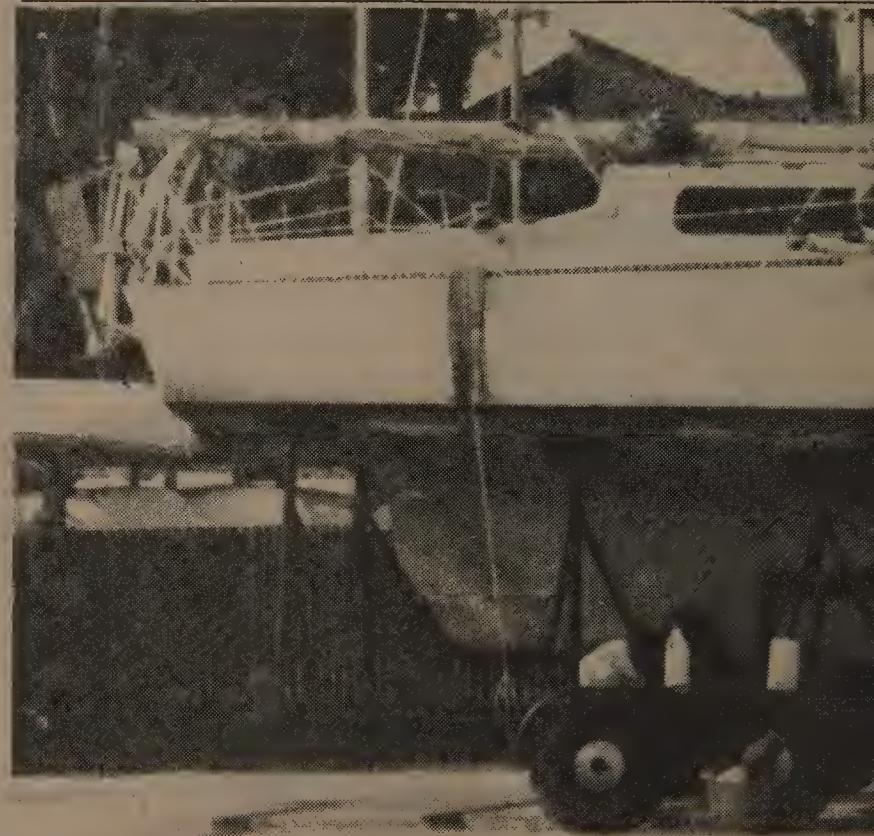
It was then I remembered reading in Adlard Cole's "Heavy Weather Sailing" that most gales last 36–48 hours. I mentioned this to Don. We figured we had already 'done' about 36 hours,

# SURVIVAL STORM

so it should start to abate any time now and the sooner the better!

Saturday 11/12 I wrote —

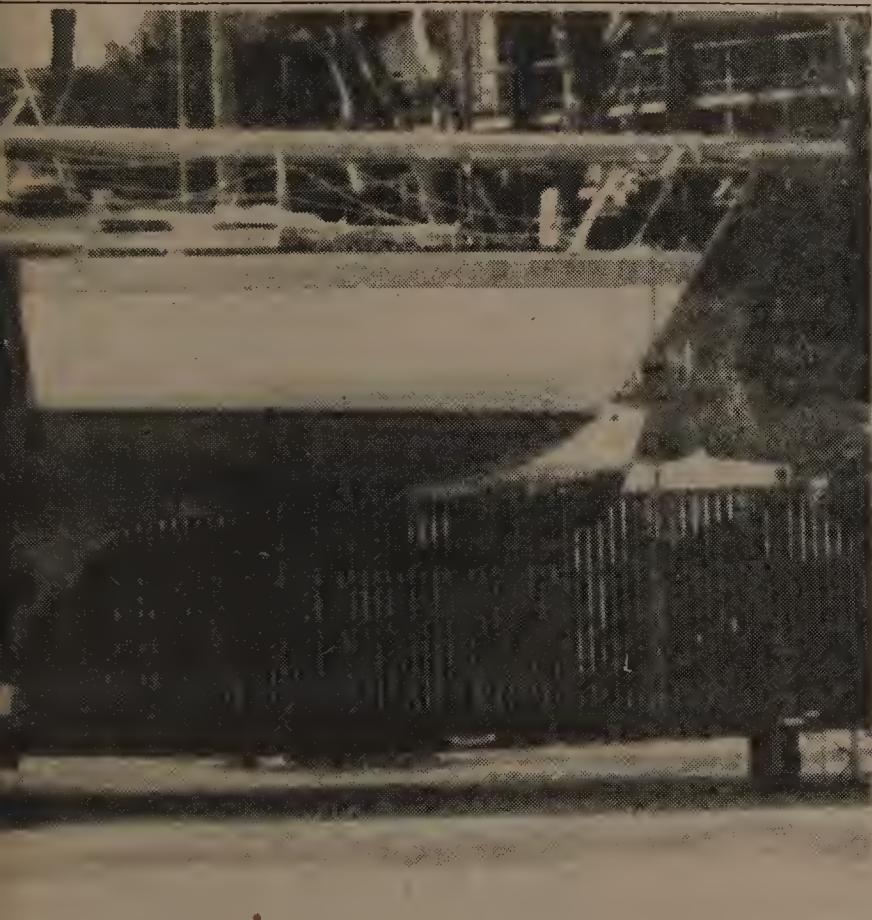
"At approximately 0300 Friday morning the ultimate happened. We were awakened by the most outrageous crash and explosion of noise. We were hit broadside by a freak wave and were knocked completely over 150 degrees plus, with the mast in the water. It was the most terrifying experience I can think of. The entire contents of the cabin came loose, and flying through the air landed on top of us. I could have sworn I heard glass breaking and, as there was quite a bit of water inside, I thought the side windows had been knocked out. As it turned out, a large corner of the plexiglass hatch board broke, and that's where the water came in. It was totally black outside, the wind was blowing like crazy and the waves were huge. Don immediately jumped up and looked outside. Much to our relief and amazement the mast and rigging were still intact. We later noticed the wind vane was totally bent out of shape confirming that the mast had gone under. We were both so terrified we could hardly speak or move. I was absolutely dazed. All the books and half the galley supplies lay all over my sleeping bag. I'm amazed neither of us got hurt. I later noticed that the stove had been flung across the cabin and landed at my feet. I thank God we were on a port tack, and I had my head at the foreward end of the bunk. Don usually slept with his head aft, so it's a blessing that I talked him out of the bunk the night before. The stove weighed a good twenty pounds and had lots of sharp edges. If he had been on the bunk, he could have been killed. As we sat there shaking, trying to collect our nerves we were hit as hard from the starboard side, and we went all the way over again. Once again the rigging survived. The dodger, however, was smashed and the leecloths were loose and flapping. Don immediately took down the storm jib, and we lay under bare poles trying not to think the worst. It was too dark to see what the waves looked like until they were breaking upon us. All we could do was sit and listen to the hiss as they started to break. Slowly we revived and cleaned up what we could, putting the books back on the shelf and throwing everything else into a sail bag to keep it from flying through the air. Then we just laid down, the boat broadside to the waves, waiting for daylight, trying our best to relax. Every time we'd hear that hiss of a breaking wave we'd say a silent prayer that we wouldn't turn turtle again. Somehow we did manage to doze off for half an hour or so. At dawn we started to implant some ideas we had to try to steady the boat and slow her down. Don added 40 ft. of one inch line to the car tire and a length of chain. This was



tied to the stern on the port side. On starboard he put another 40 feet or so of heavy chain that was tied to 75 feet of one inch warp. Hopefully this would slow the boat from surfing the waves. Tying off the tiller would hold the stern to the waves presenting less surface area to be thrashed by the waves. Well, no matter what the strategy was, we stayed broadside to the waves and were constantly being hit. During the day we were knocked down on our beams at least a dozen times. The waves were now 25 feet plus and incredibly steep and concave. We couldn't stop looking at them, and yet it was so scary it was better not to see what was coming next. Don would look out the cabin window, and I would watch his face and know exactly what the next wave would be like. We didn't need to talk. We were both petrified, but didn't want to let on to the other because it was too demoralizing. We were both feeling com-

I WOULD WATCH HIS FACE AND  
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NEXT WAVE WOULD BE LIKE.

# SURVIVAL STORM



The good ship 'Lani Kai'.

pletely helpless in this endless battering. The wind only seemed to increase as the barometer continued to drop. We still wanted to try and put up the storm jib and get the boat to put stern to the waves but now they were so steep and concave there was the even greater danger of pitch-poling, end over end. Reluctantly, we prepared an emergency food bag, packed warm clothing and water and discussed procedures for loading it all into the life raft, should it come to that. All this was stashed near the hatch for quick access. All day I had had nothing to drink and all we had to eat was a half a can of baked beans. Using the stove was out of the question as the boat's motion was totally chaotic and radical, and there was always the danger of another roll. We were so tense and scared, we lost our appetites anyway. At first we had a pretty good sense of humor about it, believing it couldn't get worse. It would have to subside soon as gales

usually only last a day or two. All day we listened to the radio hoping to get more information on the weather. The reports from the official weather station were either inaudible or failed to mention gale warnings as far south as we were. About every half hour Don tried calling any vessel that might hear us on VHF, so we could ask for help or monitoring by the Coast Guard. As usual, we got no response. It made us feel doomed. All we could hear was that awful hissing of the breaking waves and the crash and bang of them hitting the boat and causing all the pots, pans, dishes and tools to rattle fiercely.

"As we lay there listening to the storm and the radio we got very depressed and didn't say much. After a while we just sat and held hands, seeking to share whatever strength and faith we might be able to feel. We shared a lot of quiet tenderness just holding hands and hugging, hoping that if we ignored the situation it would just go away.

"Saturday 11/12 — It was very cold last night (Fri.). We were both still in wet clothes, and our sleeping bags were drenched from the water coming in the night before. We decided to try sleeping together on the starboard bunk in order to keep warm and share a sense of security. Wedging ourselves together and using every square inch of bunk did keep us from flying across the cabin each time we were hit. Somehow it worked and we did manage to get some sleep.

"At 0300 Saturday, we were hit by another freak wave and the boat went all the way over again. Our only words were — NOT AGAIN!!! How can the boat or us be expected to take much more of this? Every time I close my eyes I hear that horrible crash and endless long rattle of everything breaking loose and flying across the cabin. Every wave I hear break makes my stomach tighten, my heart speed up and my whole being tense in anticipation. All I want is to be away from here, to be on land, to be out of this hell, I just can't take much more. We just got totally blasted by another slammer that shook the entire boat from bow to stern. Once again we had to wait the last couple of hours till dawn hoping there wouldn't be another knockdown. I dread the night and not being able to even see the waves that are knocking us down; to just hear that awful hissing and not knowing if this one will do it to us for good.

"All we need is a sign, an indication that the storm is on its way out. It has got to end sometime. This one has been going on for over three days. We had expected to arrive home today (Sat. 11/12) and we are now so far off course we'll be lucky to hit L.A. in another five days, assuming that by tomorrow we can head east again."

"This morning, first thing, Don decided we had to take the

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THE EVENTS THAT HAVE SCARED  
ME IN THE PAST WERE PEOPLE —  
COPS, STRANGERS, OR RIOTS.

# SURVIVAL STORM

chance of putting up the 60% storm jib. We did and immediately the stern swung around to face the waves. The jib is held in place amidships by having both sheets pulled tight. It now works like a wind vane and together with the lashed tiller and sea anchors, forces the boat to stay straight with the wind. The boat rolls quite a bit now and when we catch a wave (get pooped) it sounds just as loud and shakes the entire boat but there is much less danger of losing the mast and rigging. Today the wind seems to have shifted a bit and there's a cross swell that's been hitting us on the side but not dead broadside as before. This morning, as I watched the waves, I saw one coming from the horizon that was by far much larger than any one I've ever seen. It was perfectly formed, smooth and very steep, and I swear it was at least 35 feet high. It was terrifying to see. The top started to break three times and was just starting to break again when it passed us so we were spared the full force of it. Don saw two other waves like that today. We both agreed we would have been totally knocked down had we taken them broadside. The biggest waves we've taken today have half filled the cockpit and leaked through the hatch boards. Fortunately the drains seem adequate and quickly empty the water (within one minute). Hopefully we won't get seriously swamped."

Saturday marked the fourth day of the storm, and we still had no sign that it would let up. The wind seemed to intensify in the afternoon but shortly after dark there was a very subtle lull that allowed us to cook our first meal in three days. It was also our first heat of any sort and the cabin had been anything but warm and dry.

## Journal entry —

"Sunday, 11/13 — All last evening I was trying to believe the storm was perhaps mellowing out but I was afraid I might be teasing myself. I was so exhausted that, except for one midnight awakening, I slept through till the sun was up. Only then did we finally realize it was true; all the violent noises and motion were gone. Cautiously we looked outside and saw nothing but choppy crossed swells maybe 5–8 feet in height and solid overcast foggy skies. The wind was a mere 5–7 knots and there was not a whitecap in sight. It absolutely amazes me that the character of the waves could change so fast. I know the wind can come and go on a moments notice, but the swells are different. They usually take much longer to build up in size than to subside, as I just witnessed. We were incredibly relieved it was over, to say the least."

We spent all day Sunday repairing and cleaning up the boat. We found the radar reflector to be totally smashed way up on the shroud, the rudder was off by 15–20 degrees, and we had lost a winch handle and bilge pump handle from the cockpit. All day I was dragging in my shoes. Don and I had a joke going about how much longer our poor overtaxed adrenal glands could have held on.

On Sunday Don took the first sun shots since the storm began and we found ourselves west of San Pedro, a good 300 miles south of our planned course. It took us another 3½ days to reach our Santa Barbara landfall. We later learned that our

"fair weather ship", the SS Matsonia, had sailed into the same storm and being concerned that their cargo might shift, had run with the wind, and were also knocked off course. They reported clocking gusts of wind up to 70 knots and breaking seas 25 to 30 feet high.

There were other aspects of this experience besides what happened physically. I learned a lot about myself and how I handle a stressful situation. In my journal I wrote —

"I guess I'm amazed at myself too. I can't recall ever feeling this scared for so long and feeling so totally helpless and isolated. I thought about it all day and the events that have scared me in the past were always caused by people (strangers, cops or riots), and it never lasted for more than a couple of hours and I was out of danger. I kept trying to find the silver lining in this whole trauma. Besides the fact I'll have experienced something a lot of sailors never do in years of sailing, I'll know more about myself. I didn't freak and get hysterical, I kept a good head and for a while maintained a crazy, nervous, dingy, sick sense of humor. I was trying to ignore the seriousness of the situation as well as to stubbornly maintain a positive attitude. Don became very depressed and confessed he was 'scared shitless'. I admire his honesty and told him I felt the same but I'll be god damned if I'm going to go through all this hell and not live to tell about it! Just wait till the folks back home . . . actually at least we'll know it was real and it was bad."

One thing that sticks out in my mind is the sensations I felt after our third roll over on the second night. I had an immediate burst of fear as we went over but as soon as we righted and turned on the cabin light everything became very slow motion and I felt this incredible calm. Don had had just the opposite reaction. He got such a jolt of energy that he had a hard time trying to stop shaking. I slowly and methodically picked up the spilled objects on the cabin floor and put them away being conscious of what I was doing and yet feeling mentally numb. I wonder if that isn't the mind's way of not losing control; sort of like blowing a fuse on one circuit while the others are able to carry on working. I also felt like a third person watching myself clean up the mess. I definitely did not want to be there and then anymore!

This experience also drastically changed my perspective on normal everyday personal 'crisis'. My car breaking down in the wrong place at the wrong time is no longer a 'disaster', it all seems so trivial in comparison. I can't imagine feeling as alone on land as on the ocean, and with no way to ask for help. I also feel very close to Don. He is the only person who knows what happened and we shared it together. On the other hand I have never been in a situation where I was so dependent on another person for my safety and survival and I'm glad to say I never doubted Don's ability to handle the boat regardless of the conditions. Lastly, I learned how strong and durable a well built boat can be. Thank you, Lani Kai, for being so dependable.

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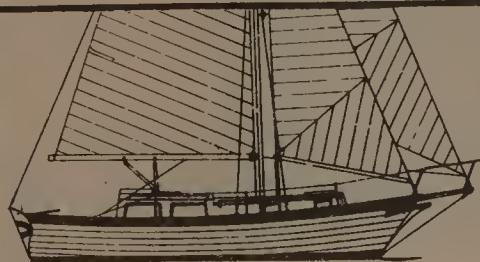
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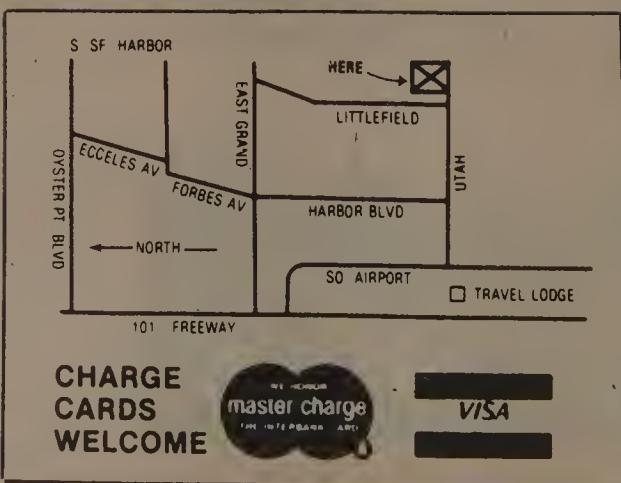
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# BULLSHIP RACE

It couldn't have happened to a more deserving family.

April 28th was the 26th running of the annual El Toro fleet extravaganza, the Bullship Race. It's a 3.5 mile sail in the 8

foot dinghys, from the Trident restaurant in Sausalito to the marina entrance in San Francisco. It's a popular race, with kids itching to turn 21 so they qualify, and the Coast Guard trying to limit the

# BULLSHIP

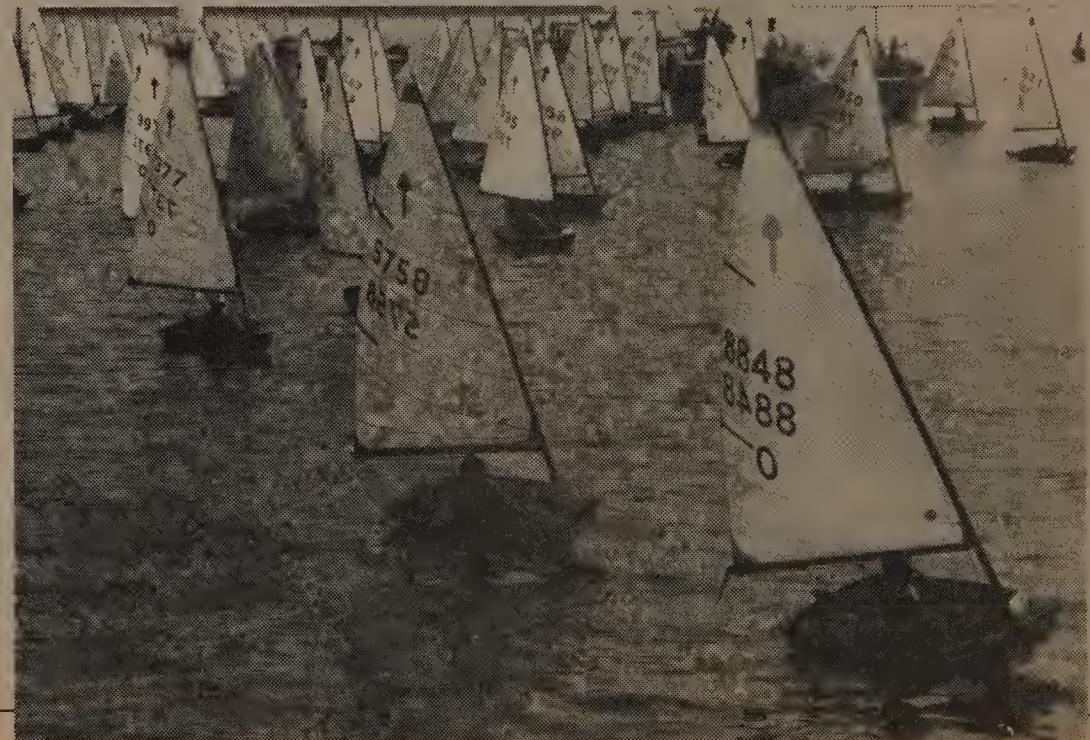


entires to 100.

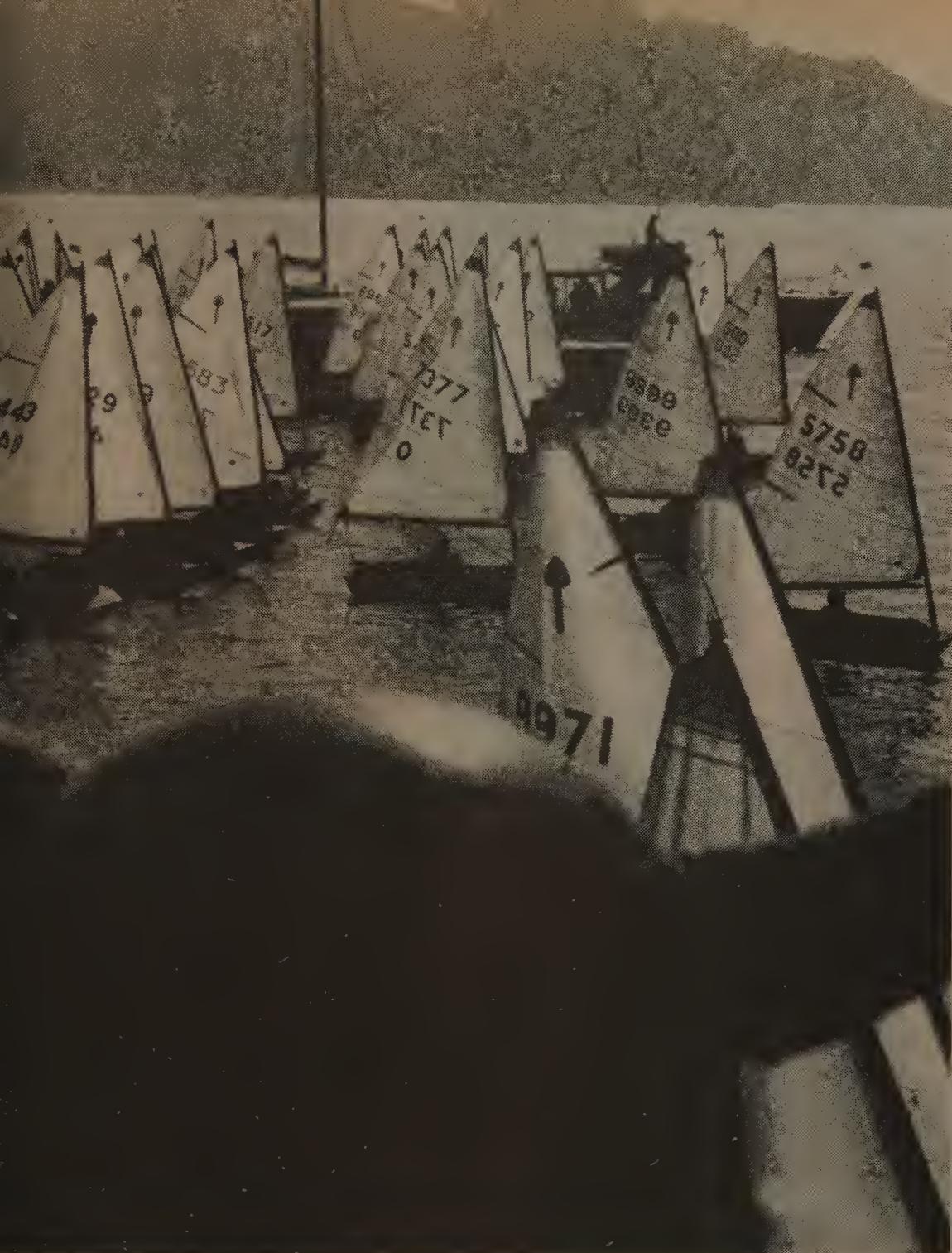
The El Toro, which was born at the Richmond Yacht Club, is a great favorite of senior sailors as well as kids. There are over 10,000 of them registered. The combination of the boat and Bullship course "It's all strategy", make it a wide open race for everyone, not just the young and beefy.

Howard Robinson, a spry 62 years old won the race this year. He trailed Rosetta Jacobson, who finished second, most of the way, but then chose the best time to break from the tide and toward the finish. Third to finish was veteran small boat racer Harriet Minkowitz. Fourth place went to Sue Suhling — and if we count correctly, that's three women and one 'gentleman' taking the top four spots.

And if you think it's a race for the non-competitive, you're wrong. Hank Jotz, a world class small boat sailor who holds the race record of 50 minutes, wanted badly to win for the fifth time.



# BULLSHIP



He had to settle for a 7th or 8th.

And what's this about a deserving family? Well, for years Howard has lived in Edna's shadow, she being loved, respected, and treasured for years by small boat sailors who have benefited from and recognized her tireless contributions to the Small Boat Racing Association, and the Small Yacht Racing Association — to say nothing of heading the international El Toro association. While not as visible, Howard too has put in countless hours tabulating results and sitting at boat shows — not for profit, but for the continued success of the class. And for the kicker, 4th place finisher Sue Suhling is their daughter.

All week before the race Howard had been telling Edna, "I'm going all out this time, I'm going to give it my best shot." He had what it took, and the day after the race Edna says, "He's still floating on air." Congratulations to a family of winners!

—latitude 38



Thomas Wylie

"boatbuilding experience is infinitely more helpful in the designing of boats than a formal education could ever be."

# THE LATITUDE 38 INTERVIEW

## THOMAS WYLIE

38: How did you ever get started in yacht design?

WYLIE: Well, I was interested in boat building as a boy. I had a kayak when I was about 12, I built and El Toro when I was about 14. I only really started sailing when I was sixteen, and then while I went through college I really got interested in ocean racing.

38: Did you go to college to study yacht design?

WYLIE: No, not as such. I went to junior college out in Contra Costa, and then I went to San Francisco State for 3½ years and ended up as a school teacher.

I'd had a lot of drafting, woodworking and experience doing those kinds of things. I'd taken some math, but I certainly didn't go to school to study boat design. For the most part those kinds of courses are applicable to large ships and not small pleasure boats. Trying to figure out how big a keel should be, how much a mast should bend, how wide to make a boat, that comes from experience.

Most of the guys who are designing boats now are doing it from experience rather than formal schooling — things are changing that quick. Ron Holland doesn't have a college education, I'm not sure whether Doug Peterson does or not, but he's not a naval architect. Bob Smith, who works in our office, does use some of his background in naval architecture, but mostly to speed up stability calculations and weight studies. I personally feel that boatbuilding experience is infinitely more helpful in the designing of boats than a formal education could ever be. You can actually see what really works, it's so much more empirical.

38: When did you really start ocean racing, and who did you go with?

WYLIE: In the beginning I went out with this, that and the other guy from the Richmond Yacht Club — whoever would take me for a ride. The first real ocean race I went on was in 1965, that was the TransPac, and I ended up sailing back on the boat, too. Jim DeWitt had gone over on the same boat, and he ended up giving me a job that fall, and that started the progression of getting interested in designing sailboats.

38: So you worked as a sailmaker for a while?

WYLIE: Yes, I worked with DeWitt for a year and a half, and then I had my own sail loft for about six years. I did it all out of my apartment, all by myself. There's a handful of people around who do it that way.

38: So how long did that go on?

WYLIE: Well, I launched Nightingale in 1971, so I was building . . . I started with DeWitt at 18 and worked there til I was 20 . . . then until I was 26 I did sails by myself . . . and then after that I started designing boats full time, doing Animal Farm and stuff like that.

38: So you designed and built Nightingale while you were doing sails, too?

WYLIE: Yeah, actually I was going to school then too, and doing quite a bit of ocean racing. I was studying to be a school-teacher, which I did do for a while down at Oakland Tech . . . but I was so into sailing, having done Nightingale by then and having done the prototype to Animal Farm.

38: You mentioned ocean racing, when did you start getting on better boats and how did that come about?

WYLIE: The better boat thing happened immediately after the '65 TransPac, which is about six years before I did Nightingale. Because of DeWitt I ended up getting on "Montgomery Street" a Cal 40 that Elly Dowd owned, and then I met Commodore Tompkins. I would say that Commodore is clearly 'the' person who got me involved with all the major boats that I was ever involved in.

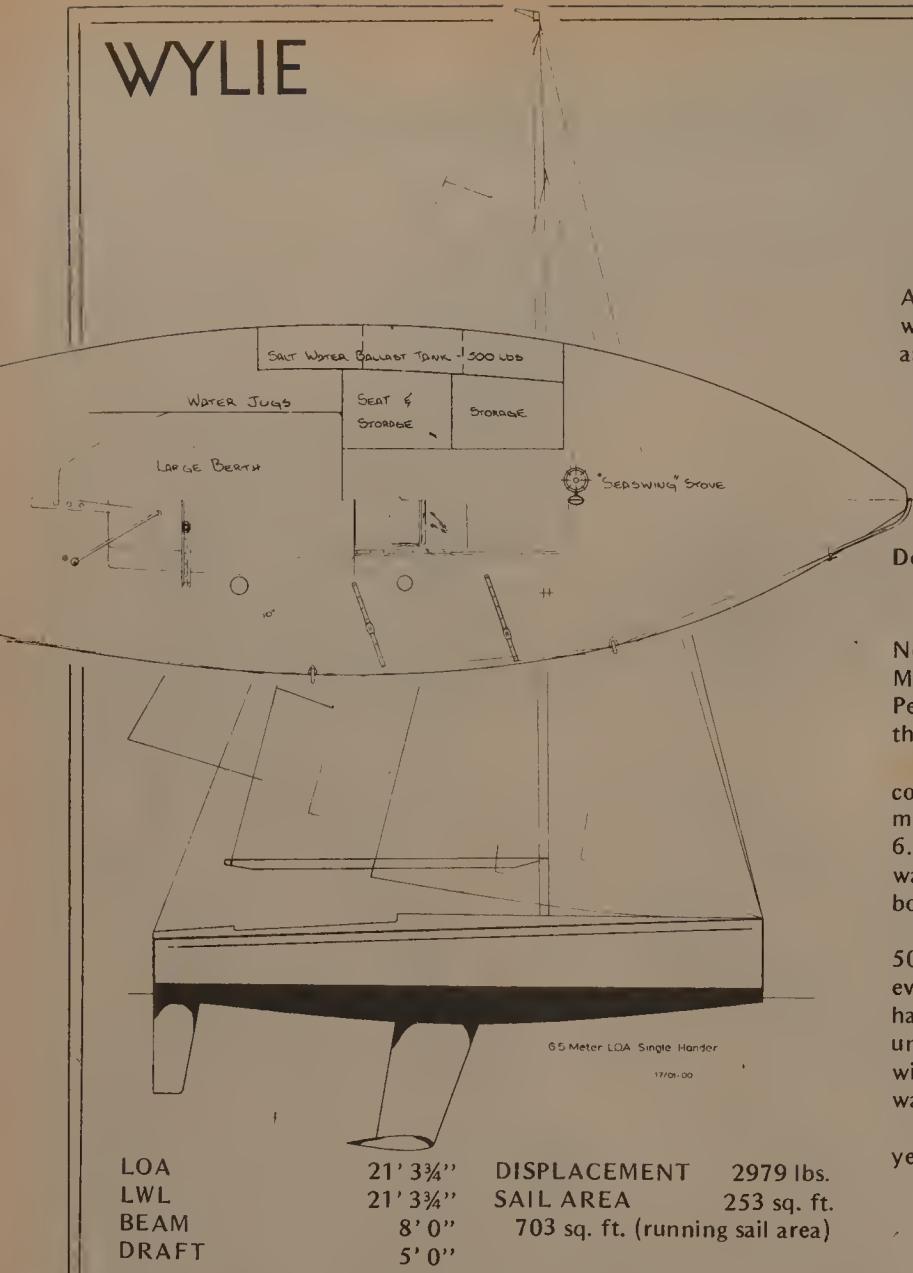
38: What kinds of rides are you talking about?

WYLIE: Well, the next boat I got on was Bob Derektor's boat, and that was from Newport to Bermuda and then Bermuda to Copenhagen. Derektor is a well-known custom manufacturer back east, and my connection with him was through Commodore.

38: How old were you then?

WYLIE: Let's see, I'm 32 now, so I guess I was 18. From that I ended up sailing on "American Eagle", the 12 meter, for a little while — again through Commodore, and then I ended up on a boat called "Flyaway" . . . well for that race it was called "Vamoose". It was pretty much an aluminum Cal 40 owned by

# WYLIE



Last month in 'Sightings' we asked you to take the 'Famous Naval Architects School' aptitude test and guess the length of this boat and what it will be used for — all from just the line drawing. The correct answers? Here they are from the designers Thomas Wylie and Bob Smith:

## Design Comments on the 6.5 Meter Transatlantic Sloop for Norton Smith

Having recently won the 1978 Transpacific Single Handed Race, Norton Smith decided he would take on the Atlantic Ocean in the 1979 Mini Transatlantic Singlehanded Race. The race is to be in two legs, from Penzance, England to Tenerife, Canary Islands, then on to Antigua, in the Leeward Islands of the Caribbean.

Norton commissioned us to design the boat for cold molded wooden construction. Besides numerous safety rules, the only design requirements specified by the rule organizers is that the boat be no longer than 6.5 meters, hence its vertical bow and transom for the longest possible waterline. It is certainly a unique experience to be able to design a racing boat to no measurement rule whatsoever!

Norton is a very athletic individual, being a world class windsurfer, a 505 sailor, mountain climber and skier. This boat will provide challenge even for him. Rather than having spinnakers, twin running staysails which have the same area to that of a full spinnaker can be used day or night under good control. They require 16 foot and 22 foot long poles! For upwind stability, there are two 500 pound saltwater tanks in which sea water can be pumped from side to side on the upwind legs.

We expect Norton Smith to enjoy the thrill of sailing the closest thing yet to a dinghy across an ocean. Hopefully, he will also be the first home.

Bob Smith  
Thomas Wylie  
March 14, 1979

Bob Derektor and Ted Turner. So I ended up sailing on that boat in the '67 TransPac with Commodore and Ted Turner.

In 1968 . . . I don't know that I did anything in '68, ho, ho, ho, ha . . . well odds and ends, little things. Then in '69 I did the Jamaica Race on "Vamoose" which was now called "Flyaway", she was then owned by Ogden Reed who was a Senator from New York whom we never saw and who was never on the boat. We had a good crew for that race — Skip Allan who I was meeting for the first time, Dave Wahle, Bob Derektor, Commodore, Hal McCormick who used to work for Sutter, one lady, and myself. That was a real good crew, and we won the race and broke the record real easily because it blew hard and that boat was very fast downwind.

In 1969 I did the TransPac on "Esprit", which was a development of Peter Sutter's "Spirit", and that was a boat that I had done all the sails for.

**38:** In what way was "Esprit" a development of "Spirit"?

**WYLIE:** Well, Spirit was the original S&S hull form that essentially George Kiskaddon designed or at least had set rigid design parameters for, so that designers were pretty locked into . . . well a 'modern Bird boat' is how it was often described. Kiskaddon had got it as a Bird boat type day sailor, all cockpit and very little interior. Slowly he modified it to race in longer races and as that happened or people got interested because it was a neat boat. Eventually Hank Easom built two of them, one

being "Black Spirit" and another "Esprit". When we raced the '69 TransPac and brought it back it was owned by Superior Court Judge George Phillips who now owns a Ranger 37 called "Esprit". In 1971 the original Esprit disappeared on the way back from Hawaii and was lost without a word.

After 1970 my sailing got a little more diverse . . . well wait, back in '68 I did the first of six SORC, so that was on Spirit and that was neat. The next SORC I did was on "Improbable" in 1970 and again Commodore was responsible for that, and he pretty much organized it. Dave Allen owned the boat, Skip Allan and Dave Wahle were on the crew, so was Ron Holland . . Jim Gannon was on parts of it and did the Jamaica Race and Admiral's Cup with the rest of them.

**38:** Did you like Improbable — someone, I think it was Commodore, said that it was perhaps the best boat he's sailed on?

**WYLIE:** I liked the boat very much, in fact all the people who have sailed on that boat pretty much had that feeling about it. Commodore might feel a bit closer to the boat than others because in a lot of ways he set up the design parameters for Gary Mull to design to — much in the same way George Kiskaddon set up parameters for Spirit or the way Kiskaddon and I worked together on the Gemini twins.

Regardless of the hull parameters of Improbable, Commodore did the total deck layout, and all ocean racers today, as

near as I can tell, evolve from that boat.

38: Is that right?

WYLIE: I would say the whole first . . . halyard winches down on the deck with turning blocks at the mast concept, any of the mid-boom travellers on a big boat kind of concept, even turning blocks which back then were mainly on 12 Meters . . .

38: Those were Commodore's doing?

WYLIE: Yes, and he got the reefing systems going, as far as rigging advances have been made on modern ocean racing boats . . . well I would say that Commodore is the guy, I think he is the root of modern hardware.

I think a lot of young guys, guys my age, have taken the ball since Commodore — Tim Stearns for example with the grooved headstay systems to change headsails, and the masts and hydraulic systems is an example. But still, the basic around-the-mast deck layout is very little different from Improbable; you look at anything from a 3/4 Tonner to a 3 Tonner and Improbable will be the root for the deck layout. So that part didn't come from Mull's office at all. And that kind of thing is not uncommon, there's lots of things that come out of our office that haven't come directly from me . . . often there are things the client himself comes up with.

38: Did you sail on Improbable in the Admiral's Cup?

WYLIE: No, I didn't go to England, but I did sail on Improbable the following year at the circuit (SORC), and after that I sailed on her occasionally. Since then I've sailed on just tons of different boats here and there. I sailed to Spain for example on George Kiskaddon's "New World". I think New World is a fun, ingenious, neat boat that just hasn't found her owner yet. (New World is about a 65-foot staysail schooner, quite narrow, high freeboard, and looks, well, distinctive to say the least).

38: Kiskaddon's name comes up a lot, why don't you tell us a little about him?

WYLIE: George Kiskaddon was probably the father of ocean racing owners for San Francisco Bay. George died three years ago, but he was the first guy I know who raced his yacht internationally, and Dave Allen was the second. As far as I know those two are the only ones who are really, well George passed away, who really are international yachtsmen. Dave has done it with Improbable and Imp. George had sailed a bit as a kid, stopped for quite a while and then he had a Golden Gate and a Bird and then Spirit in '63, which is sort of a natural progression. He did a Cowes Week in England with Spirit in 1966, he did a Hawaii Race with it (and sailed to Hawaii on Esprit), he did one Transatlantic race, two Bermuda races, one SORC, a Tahiti race, a Block Island Week back east, an Acapulco race — he did a lot with Spirit, you guys ought to do a book about it, and Improbable too.

38: Let's go back to what you're doing, of the boats you've designed.

WYLIE: Well, Nightingale was the first. She was started in Davenport down the coast, and eventually finished at Tito's place at Pacific Marina in Alameda. In fact all my early boats revolved around Tito's place, in fact he still builds Nightingales,

he just sold one recently, and he does other things for us and stuff on his own.

38: So you were designing the boats and he was building them?

WYLIE: Actually I was doing a good share of the building in those early boats, organizing a small crew of people. The second boat I designed was "Hawkeye", that was in '73. She was 28-feet, flush deck, and a prototype to "Animal Farm", which was built in '74 and taken to France for the Half Ton Worlds.

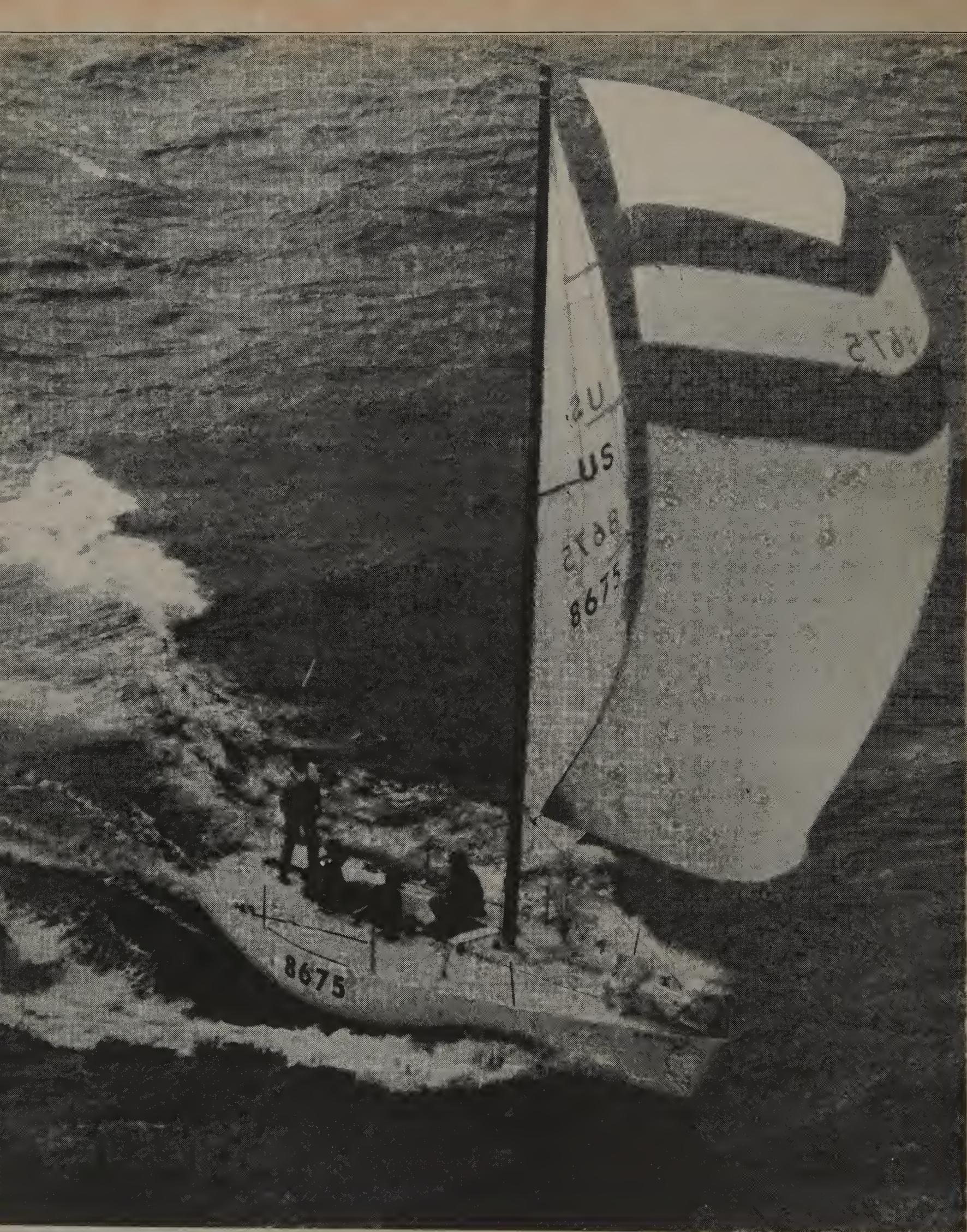
There was another boat, "Moonshadow", which was done real well locally, that came in between Hawkeye and Animal Farm.

38: You built the Nighingale for yourself, who did you build Moonshadow for?

WYLIE: Moonshadow was built for a client by the name of Dick Heckman. The long and the short of that story is that the boat got more and more expensive and took more time and energy and effort to build, and Dick wasn't able to sell his other boat, so when Moonshadow was launched, he owned part of it, and I owned part of it . . . eventually a bunch of the people who helped build it and myself and a few other people ended up

North American Half Ton Winner (1974), "Animal Farm".





"Moonshadow" (pictured above in her original paint job) is one of Wylie's best and most enduring designs. She has done well for five

different owners; the original consortium, the Truman family, Bill Erkelens, Roger Hall, and this year Stan Behrens. She's a clean 31 feet.

owning it, for about a year. We campaigned it in southern California, the Danforth Series, and then we sold it to its first formal owners, the Truman family, who sailed it for a year and then took it back to the SORC. Moonshadow is a 31-footer, Erkelens did well with her, then Roger Hall, and now Stan Berhens seems to still be doing well with her in the Danforth.

38: Animal Farm is the boat that went to the Half Ton Worlds in France. Who did you build her for?

**WYLIE:** Well, we kind of built a kit version of that boat, you might say. Dave Wahle and myself built Animal Farm's hull and deck and Tito did some of the work on the keel. But then Chris Corlett and Bill Carter — who owned Animal Farm — those two and some others pretty much put the whole thing together. They did the spars, the rudder, the rigging, the interior, the fairing of the hull, most of the humping . . . in a lot of ways they built the boat except for the structural work.

38: What gave them, and other owners, the faith in you to commission a boat?

**WYLIE:** I knew Chris from MORA sailing on Hawkeye, which was real, real successful in its first season. That's how they ended up buying Hawkeye, plus he and I were bumping around in the same sailing circles.

38: So Bill and Chris later took Animal Farm to the Worlds?

**WYLIE:** Yes, that was the 1974 Worlds in France. They had won the Yachting Cup in San Diego with the boat, and then the North Americans in Texas. In France they won the Long Distance race, but overall finished 6th.

After Animal Farm I did my first 'big' boat, "No Go 7" which was for Elliot Siegel of Chicago. I had met him at the SORC in 1973 and sailed on his "No Go 5" which was a Norlin 34. "No Go 7" was 39 feet and incidentally, built by Bill Lee.

38: Do you think it's important for you to attend major regattas and things like the SORC for feedback and business contacts?

**WYLIE:** Yes, I think it is important, although it's hard sometimes to decipher what exactly has happened. But the guys at those events are the guys who are making things happen, and it's important to be there.

38: How many good ocean racers are there, people who really know what they are doing and can handle themselves and boats in Grand Prix situations?

**WYLIE:** Well, ten years ago there was Commodore, and that was about it. Then he stood out as being so damn good that he could carry a chute downwind in a Nassau Race on "Salty Tiger", and there just wasn't anybody else who could do it in a good wind. Now there are a lot more good sailors, lots of good people in the 25 to 35 year old age range. There's maybe 100 grand prix types in the world, well maybe more. But it's a pretty small group, and most all of them know each other.

Well, now that I think a little, there's more than that. You take the top people in all the sail lofts, the designers, and people in the peripheral areas of the business, they tend to make up 50% of the crew in the big boats that race to win at an event like the SORC. On Imp this last year in the SORC Steve Taft,

Ragnar Hawkanson, and myself all make a living at the business of sailing. Dave Allen doesn't, Skip Allan is sort of borderline, Don Jesberg and Tad Lacey don't, and neither does Bill Barton. There's your crew, that's a normal cross section of a good Florida racing boat.

38: So after Bill Lee built "No Go 7" that you designed, is that when the Thomas Wylie Design Group was started?

**WYLIE:** Well, yeah, it was after Animal Farm went to the Worlds in 1974. It was a three-way partnership between a fellow by the name of Chris Benedict who builds dinghys now and in fact is doing the interior plug on our new 34, between Chris and Don Peters who owns his own custom boatbuilding shop here now, and myself. The idea was that Don had the business background from what had been DeWitt and Peters Sails, and Chris had a building background as did I, and myself also being a designer. We started doing a production line of a Half Tonner that was very similar to Animal Farm.

38: And these became the Hawkfarms?

**WYLIE:** Exactly, but before we did those we did "Crackers" for a group in Chicago. Crackers was a half ton Animal Farm, and it won the 1975 North Americans. Then Skip Allen finished off a boat, "Wildflower", that he customized extensively, that came out of the mold that Don Chris and I did to produce Hawkfarms, and which started coming out right after.

You know that Hawkfarms are a 7/8ths rig, and it's really interesting the amount of change that has happened in the short amount of time of the boats we have talked about, starting with Spirit, and running up to the present. It was hard to sell the Hawkfarms in the beginning because it had a 7/8th rig, but gosh, now they are so common. But when we started, unless we were talking to old Bird boat people — which a lot of the early Hawkfarm people were — people thought the 7/8th rig was too odd. And yet Spirit was the end of the 7/8th era, followed by the masthead era, and now we're back to 7/8th again!

38: I guess we really shouldn't get into the advantages and disadvantages of a 7/8th . . .

**WYLIE:** Well in different cases there are different reasons, but I can tell you specifically why it was done with the Hawkfarms. We wanted a more flexible, higher performance rig to be used with just a main, jib, and spinnaker. You have more control over a main than a jib, it's just like with dinghy classes, you don't change headsails, you just control a large main to adjust for the wind. The idea was the same on the Hawkfarms, with the concept being saving the expense of a big sail inventory.

We had hoped that the Hawkfarm would enjoy the widespread success that the J-24 seems to be enjoying now. They have a good marketing campaign, it's a good little boat, it's a good size . . . I think we made the Hawkfarms a little too big for that kind of acceptance. It seems to be a similar problem with the "Tartan 10's" and the 101's" . . . after 25 feet people seem to want to really individualize their boats. For example, it's really hard to get a bunch of Islander 36's on the line that are really the same.

# WYLIE

38: It seems that most manufacturers are trying to get a one-design ocean racer going, the Santana 35, the North American 40, the Tartan 10, the New York 40, the 101, Islander with the Peterson 40 . . .

WYLIE: I think all these guys are now getting in on the tail end of the bandwagon. There are too many of them to be successful, and I think that the big jump in class racing has already happened. A lot of people now are unhappy with it, having done it. It's the same problem, that same reason that one-design class racers were unhappy 25 years ago when the CCA Handicap became popular in big boats.

38: The reason being . . .

WYLIE: The reason being that these people don't want to be pure 'me against you' one-on-one type sailors. They all want to play around with their boats, mess around with their boats and after a while it is very difficult to do any kind of equal class racing. Only a few classes like the Stars and 505's do it successfully, but that's due in a big part because they are small. When boats are big enough to stay in the water, you get situations where one guy wants to haul three times a year, but others only want to pay for it once. You end up with all kinds of squabbles along those lines.

38: So you think one-design isn't the way to go?

WYLIE: No, I do think it is the way to go, but I don't think there are enough big boat sailors who are willing to compete one on one. Most would rather play with all the options, and have things their way for when they want to go up the delta or down the coast.

38: So what kind of things do you see in the crystal ball for sailing's future?

WYLIE: I think racing will be going in a bunch of directions, not any single one. There will still be a number of one-designs, for example I think the Hawkfarm class will continue to grow, maybe a couple of boats a year, some years maybe none, much in the same way the Bird boat fleet continued for years and years. That's due in a big part to a number of hardcore people in this area who will own one boat for their sailing lifetime, 20, 30 years or what have you.

However, I think the area of biggest growth will be in PHRF racing. It's the simplest, it's the easiest, and a person has to spend the least time making their head rattle — it's maximum time being in their boat and out on the water. I mean Dave Allen had to have his boat remeasured twice before the SORC because it's part of the game . . . it's a very precise thing. When he measured the boat at Myrons it rated 31.5, at Florida it rated 31.1 . . . that's how much the floating plane can change things. There's too big a difference not to do it in that kind of competition.

38: So you think PHRF is where the growth will be?

WYLIE: I think all racing will grow, I think IOR will grow more elite, and there will be one hardcore group that will want to do the most elite grand prix racing, and they'll do it — but that's not the common man's sport.

38: And what about the one-designs, particularly the big

one-designs?

WYLIE: I don't see them really catching on, not in that size. I read a newsletter from the New York 40 class, and they were all pleased with the class racing, but it's at what level? Let me put it this way — the Buddy Melges, Dennis Connors and Tom Blackallers of the world . . . they would laugh at calling that class racing — maybe not publically, but they wouldn't view it as 'me Buddy Melges versus you Dennis Connor'. The boats are too different. One guy has his lockers empty, the other guy has his tanks full — it's just too impractical to have close one-design racing in that size.

The other problem is with sails and the class concept of them. They blow out so easily that when you show up with a new suit or even a new 150, you're going to kill the rest of the fleet on speed, and the bigger the boat the more this is true because the sails break down sooner because the loads are so much greater. I happened to race on Ondine in the Big Boat Series, and Passage had a great new genoa at the start and really moved, but after those four races, that's a different genoa now. They could kill everyone at the beginning but . . . well the boat is so stiff, there is such tremendous power . . . the sail material doesn't have a chance against the wind which is trying to blow the boat over and the keel and beam which is keeping the boat upright. The sail goes errrrp, errrrp, and after that the filler goes.

38: Wow! Ho, ho, ho.

WYLIE: But I do see the biggest increase, the biggest percentage increase in PHRF, and it's the minimal red tape, minimal hassle, and it's "let's go have a good time", keep it simple. You can race an Olson 30 versus a Hawkfarm, versus Hank Easom's "Yucca". In fact, what I would hope will happen is that the better people would start getting attracted to PHRF racing. The Hank Easoms, and well, I hope Peter Sutter will race his boat that way after he gets back from his cruise.

38: Do you think PHRF works?

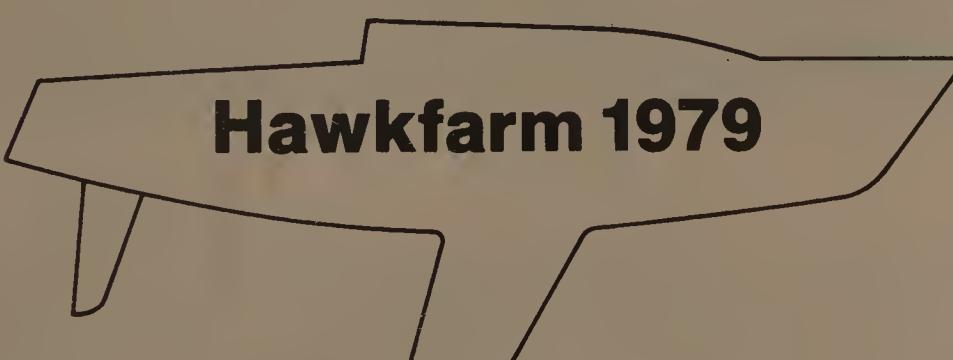
WYLIE: I think in theory that the PHRF rule is 300% right, but generally speaking it's not managed by experienced enough people. It's not that they aren't trying, I'm sure they are trying very hard, they just don't have all the experience yet, but it should get better as they have more experience and data.

38: Is it difficult to assign a boat in PHRF rating?

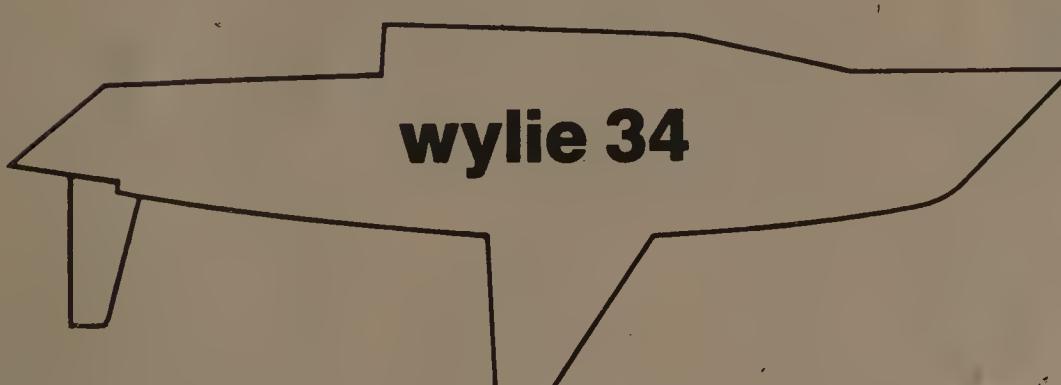
WYLIE: Sure it is. All you have to do is look at a Star boat race and look at the time spreads in and try and come up with a rating. Is it the fastest boat, the slowest, something halfway between — and they are all almost identical. You take two Islander 36's, which are going to be much more different than two Stars, and it makes it harder to rate, but in time the ratings should get better and better.

We'll have more from Tom Wylie next month, mostly on cruising boats, which he has been doing more and more of lately. If you'd like to have us ask Tom something for you — write us quick: Latitude 38, P.O. Box 1678, Sausalito, 94965 — and we'll see what we can do.

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PHOTOS BY CHRISSE POULSEN



Some boats entered would displace more than an IOR division.

Here are the winners:

**OVERALL**

1. Rich Oliveira (Traveller 32) Horizons
2. A. Toyofuku (Rafiki 37) Out. Bound
3. J. McCarthy (Trav. 32) Harmony

**DIVISION I**

1. R. Cannon (Nor'Sea 27) Buena Vista
2. E. Godfrey (Nor'Sea 27) Persephone
3. R. Schroder (S-25) Mare Sea

**DIVISION II**

1. R. Oliveira (Trav. 32)
2. J. McCarthy (Trav. 32)
3. C. Hammond (Trav. 32)

Horizons  
Harmony  
Isabel

**DIVISION III**

1. A. Toyofuku (Rafiki 37)
2. R. Hull (Rafiki 37)
3. Jim Jones (Rafiki 37)

Out. Bound  
Tranquility  
Tantrum

April 21st marked the third running of the Colin Archer Memorial Race for double-enders — and what a growth race! Last year there were 32 boats that signed up and 26 raced, this year there were almost double the number in both categories. Every race has turned out to be such a success that there is now talk of having more than one race a year.

'The more the merrier' was the basic theme on many boats, with some carrying as many as fifteen crew. And, there was a wide variety of double-enders that showed for the race — 6 wood, 4 steel, and some ferro cement as well as glass.

To make sure there were lots of winners, there were lots of trophies handed out. Some from manufacturers who had boats racing, one for the first wood boat to finish, and so forth. Alameda put up a City of Alameda trophy for the first Alameda boat to finish.

The trophy dinner at the Encinal Yacht Club had almost as good a turnout as the race. 175 dinners were served, and at least 20 boats took advantage of guest berths to spend the night and get to know one another.

The actual race had both light and strong winds. The 9:00 start off Alameda had all but one boat slatting around. That was Rick Oliveira who pulled a horizon job on the fleet with his Traveller 32 in that light going. Rick's "Horizons" was the only boat that was able to get to weather of Yerba Buena, all the other boats eventually went around Treasure Island. Oliveira sailed the course, which went out to Point Bonita and back, and finished at 2:34. That won him First Overall, First in Division II, and the City of Alameda Trophy. His win was no fluke, as he was the overall winner last year too.

The last boats in the fleet of 43 finished at 4:36, a little more than two hours later than Rick.

There was one accident that marred the race. As a result of confusion over right-of-way, a Hans Christian 38 and a Mariah 31 collided out by Bonita, and one crewman up on the bow of one boat was knocked overboard by the contact, but quickly rescued. The Mariah lost her mast in the collision, and was forced to cut it loose and let it sink. In the spirit of the race there was no protest, and the Mariah finished the race without her mast.



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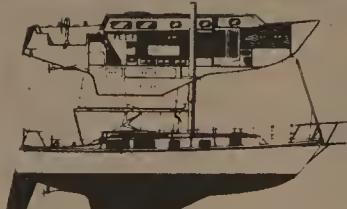
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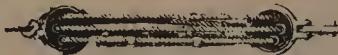
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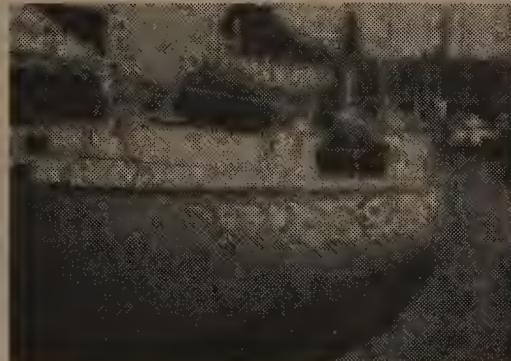
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41' CHEOY LEE OFFSHORE . . . . .	98,000	27' CATALINA . . . . .	12,750
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40' NEWPORT AUX. KETCH . . . . .	55,000	26' THUNDERBIRD . . . . .	5,300
38' YANKEE 1-TON . . . . .	57,000	25' SEA HORSE YAWL . . . . .	28,500
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35' ERICSON . . . . .	44,000	25' NIGHTINGALE . . . . .	11,800
35' MEGELLAN M/S . . . . .	41,900	25' O'DAY . . . . .	10,000
35' PEARSON ALBERG . . . . .	37,000	25' BALBOA . . . . .	10,500
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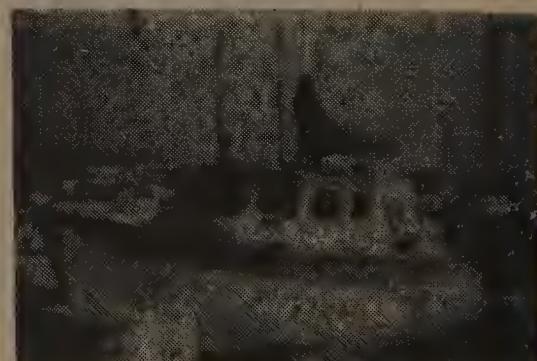


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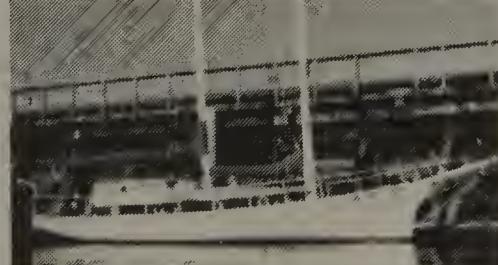


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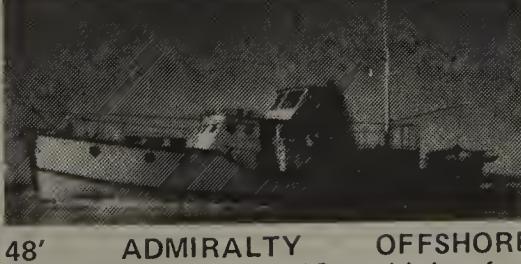
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40' '68 GARDEN KETCH	77,850
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Pair of Barent 21 SS winches	\$480
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Small boat binnacle compass	125
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Pico Star Kero. Lamp	50
3 burner propane stove	100
42 lb. Herreshoff anchor	150
Lewmar 43 winch	160
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30' Spitzgatter, 1948, gorgeous liveaboard	20,000
32' Ansty Rustler-1968, British quality cruiser	43,500/offer
32' Cumulant II, 1972, steel	35,900
32' Weetsail, two from	44,950/offer
33' Cheoy Lee Clipper, 1970	38,000
33' Vanguard, 1964	30,000
35' Pearson Alberg, 1966, immaculate	35,000
35' Yorktown Cutter, 1976, cruiser equipped	38,200
37' Garden Ketch, 1965, traditional cruiser	49,900
38' Javelin, 1963, great buy	39,000
40' Alden Motorsailer, 1958	68,000
40' Cheoy Lee Offshore, 1971, loaded	78,000
40' Newporter, two from	55,000
42' CT, new	75,000
45' Garden Porpoise, "Damn Yankee", 1973	50,000
45' Matthews Motorsailer, 1911, S.F. berth	32,000

★ See Constellation at the S.F. Bay In-The-Water Show, May 4-13 ★

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